

GRAIN DEALERS JOURNAL

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CHICAGO, ILL., SEPTEMBER 25, 1903.

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The GRAIN DEALERS JOURNAL.

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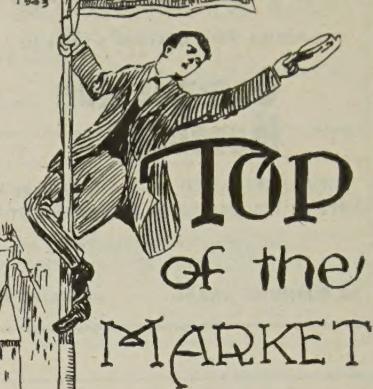
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97 Board of Trade

CHICAGO.

DARY 1903



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62 Board of Trade
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52 Board of Trade.

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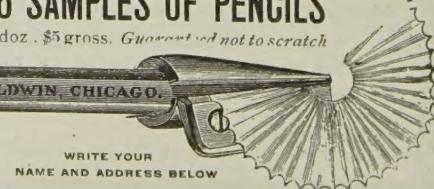
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Manger, J. A., & Co., grain, hay, seed.
Steen, E., & Bro., hay, straw grain.

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.

BOSTON, MASS.

Ronald, Thomas, grain and mill feed.
Yantis, J. A., grain.

BUFFALO.

Alder, W. W., strictly commission.
Anderson & Co., H. G., grain and mill feeds.
Buffalo Cereal Company, grain.
Burns Bros., grain commission.
Gallagher, W. B., damaged grain.
Heathfield & Washburn, grain and feed.
Heinold, John G., grain and feed.
Irwin, Dudley M., barley.
Pratt & Co., grain commission.
Seymour, Jr., J. A., grain commission.
Waters, Henry D., grain commission.
Watkins & Company, grain and feed.
Yantis, S. W., grain and feed.

CAIRO, ILL.

Halliday, H. L., Milling Co., grain.

CHICAGO.

Armour Grain Co., grain buyers.
Ash, I. N., & Co., grain and seeds.
Bartlett, I'Frazier & Carrington, grain.
Beckwith, W. L., & Co., grain.
Bentley-Jones Grain Co., grain commission.
Bridge & Leonard, Commission Merchant.
Calumet & Western Elev. Co., commission.
Chicago Grain & Eltr. Co., commission.
Counselman, Willis, & Co., commission.
Crighton & Co., grain commission.
Everingham, L., & Co., grain, seeds.
Flinney, Sam, commission.
Fraser, W. A., Co., grain commission.
Freeman, H. H., & Co., grain, hay, straw.
Gerstenberg & Co., grain, seeds.
Goemann Grain Co., grain buyers.
Heeman, Edward G., Commission.
Hemmigarn, H., & Co., commission.
Holt, Lowell & Co., grain receivers.
Hulburd, Warren & Co., grain commission.
Irwin, Green & Co., grain commission.
Johnson, W. F., & Co., grain, seeds.
Lasier & Hooper, receivers and shippers.
Mackenzie, J. P., cash grain.
Merritt, W. H., & Co., grain, seeds.
Mueller & Young Grain Co., barley, oats.
Mumford, W. R., Co., commission.
Randall & Co., T. D., hay commission.
Rogers, H. W. & Bro., grain and seeds.
Rosenbaum Bros., receivers, shippers.
Rosenbaum, J., Grain Co., receivers, ship'rs.
Rumsey & Company, grain commission.
Sidwell, Geo. H., & Co., grain commission.
Van Ness & Wilson, grain receivers.
Warner & Wilbur, grain commission.
Wagner, E. W., receiver and shipper.
Ware & Leland, grain, seeds.
Weare Grain Co., commission.
West, John, & Co., grain, seeds.
Wetmore, H. D., & Co., commission.
Winans, F. E., grain and seeds.

CINCINNATI.

Southern Grain Co., grain merchants.
Union Grain & Hay Co., grain, hay.

CLEVELAND, O.

Bennett, Walter A., grain, hay, mill feed.
Strauss & Co., H. M., receivers grain, hay.
Williams, Edward A., grain, hay, mill feed.
Williams, S. T., grain commission.

COLUMBUS, O.

Columbus Grain & Elevator Co., grain, oats.
Hynson, Percy R., buyer and shipper.
McAllister, Jas. P., & Co., grain and hay.
McCord & Kelley, track buyers, shippers.
Scott & Woodrow, grain and hay shippers.
Seeds Grain Co., grain and hay.
Tingley Bros., grain, hay, chop feed.

DAYTON, OHIO.

Schaeffer & Boroff, grain shippers.

DECATUR, ILL.

Burks, C. A., Illinois grain.
Dumont, W. L., cash grain broker.
Dumont, Roberts & McCloud Co., gr. dls.

EVANSVILLE.

Small, W. H., & Co., grain, seeds.

FORT WORTH, TEX.

Andrews & Ranson, grain, hay, etc.

GALVESTON, TEX.

Hanna & Leonard, grain, hay.

GREENVILLE, OHIO.

Grubbs, E. A., Grain Co., track buyers.

INDIANAPOLIS.

Riley, W. J., & Co., grain, feed, hay.

JACKSONVILLE, FLA.

McCallum, Kingsley & Co., grain, hay.

KANSAS CITY.

Beach-Keever Grain Co., grain receivers.
Ernst-Davis Grain Co., commission.
Thresher, Robt. J., grain broker & comsn.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.

LOUISVILLE, KY.

Brandels, A., & Son, receivers & shippers.
Callahan & Sons, electric grain elevator.
Schuff, A. C., & Co., grain and hay.

MEMPHIS.

Davis & Andrews, grain dealers & millers.
Denyven & Co., grain and hay brokers.
Wade, John, & Sons, grain dealers.

MILWAUKEE.

Franke Grain Co., grain and feed.
Lowry, I. H., & Co., grain commission.
Lull, Chas. R., grain, feed, hay.
Milwaukee Elevator Co., the barley house.

MINNEAPOLIS.

American Grain Co., grain commission.
Barnum Grain Co., receivers, shippers.
Brown, E. A., & Co., commission.
Poehler, H., Co., grain commission.
Marfield-Griffiths Co., grain commission.
Spencer Grain Co., commission, barley.
Van Dusen-Harrington Co., commission.
Welch, E. L., & Co., grain commission.

NASHVILLE, TENN.

Wilkes, J. H., & Co., grain, hay.

NEWARK, N. J.

Champlin, F. A., & Co., grain, hay, mill fd.

NEW YORK CITY.

Carscallen & Cassidy, grain, hay.
Forbell & Tilson, grain commission.
Morey, L. A., oats and corn.
Reinhardt, Geo. N., & Co., hay, grain.

NORFOLK, VA.

Etheridge & Co., D. E., grain brokers.

PEORIA, ILL.

Miles, P. B. & C. C., grain commission.
Tyng, Hall & Co., grain commission.
Van Tassell Grain Co., receivers, shippers.

PHILADELPHIA.

Chapin & Co., grain, mill feed.
Delp, Edmund E., & Co., grain, hay.
Dunwoody, E., & Co., grain and seeds.
Edenborn, Harry M., grain, feed.
Koch, W. J., & Co., grain, hay, mill feed.
Rogers, E. L., & Co., grain, hay.

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Geidel & Co., grain, hay, straw.
Keil & Thorne, grain, hay, feed.
McCaffrey's, Daniel, Sons, grain, hay.
McCague, R. S., grain, hay.

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Merrill, Edward P., grain broker.

RICHMOND, VA.

Beveridge, S. T., & Co., grain, hay, seeds.
King, Geo. T., broker and commission.

SAVANNA, ILL.

Griffith-Hall Grain Co., barley.

ST. LOUIS, MO.

Brinson-Waggner Grain Co., receivers.
Byrne, Daniel P., & Co., grain, hay, seeds.
Connor Bros. & Co., grain commission.
Graham, G. L., & Co., grain, hay, seeds.
Picker & Beardsley, grain and seeds.
Sherry-Bacon Grain Co., grain commission.
Wallace, F. L., & Co., grain commission.

TOLEDO.

King, C. A., & Co., grain, clover seed.
National Milling Co., cash buyers of wheat.
Montgomery, R. H., & Co., corn, oats, hay.
McCabe, G. B., grain and seeds.
Prine & Potter, grain and seeds.
Reynolds Bros., grain and seeds.
Rundell, W. A., & Co., grain, seeds.
The Toledo Field Seed Co., clover, timothy.
The Toledo Salvage Co., salvage grain.
United Grain Co., grain commission.
Worts & Emmick, grain commission.
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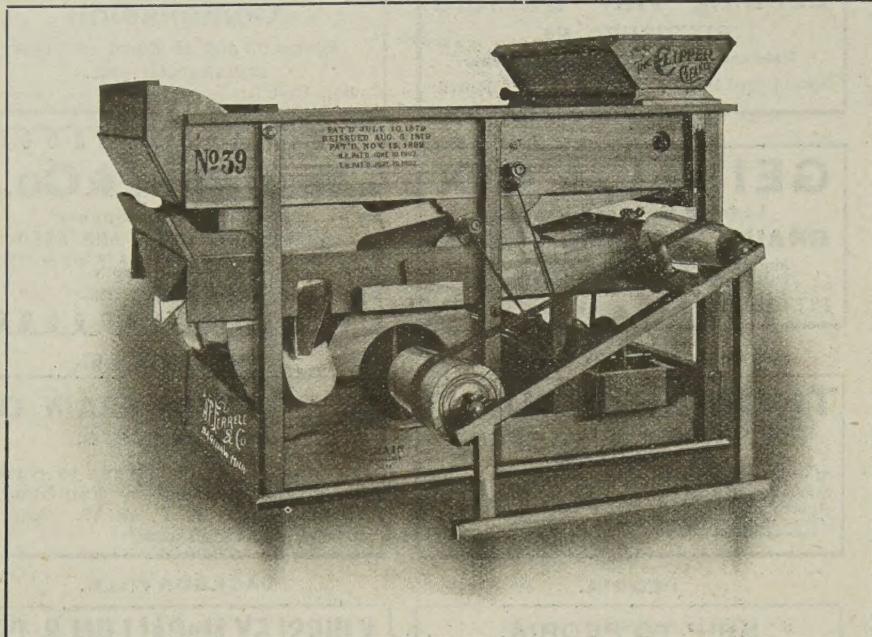
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FOR high class work on clover seed, this cleaner has no equal.

Our 'Vertical Blast' and Special Air Controller makes it possible to secure an absolutely perfect separation of the dead brown seed from the prime, removing all foul seeds, and bringing the stock up to the highest possible standard. This machine surpasses all others for handling all kinds of fine seeds, also grain.

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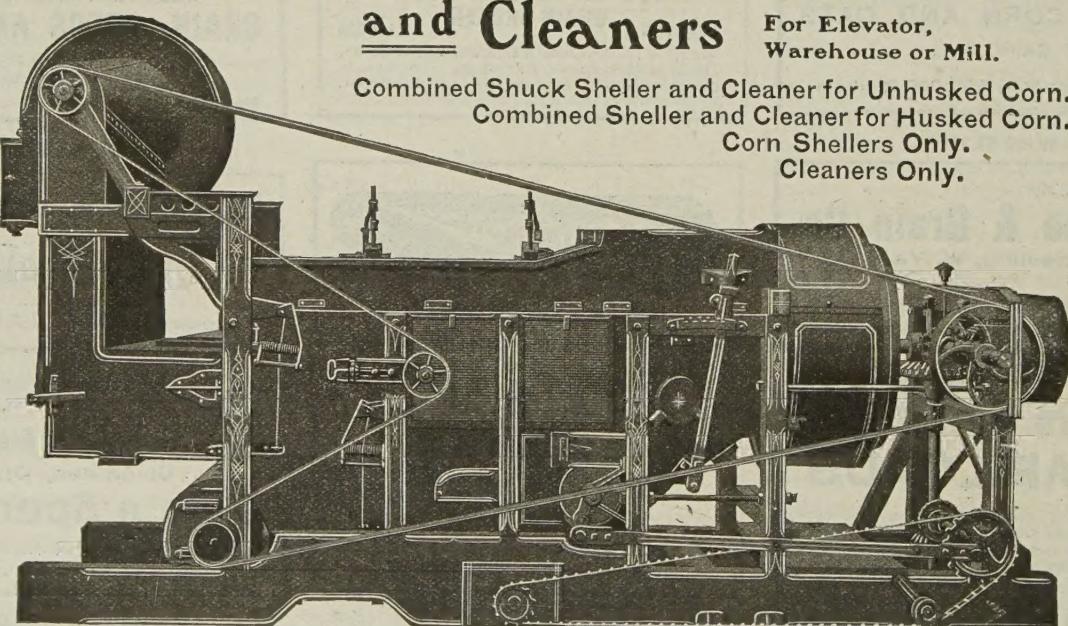
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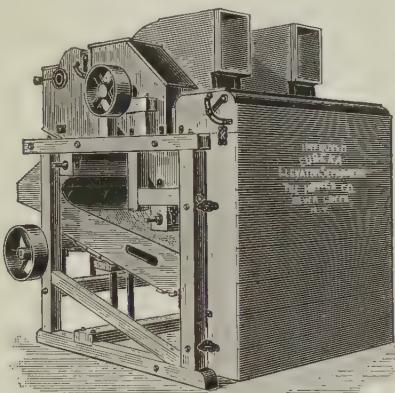
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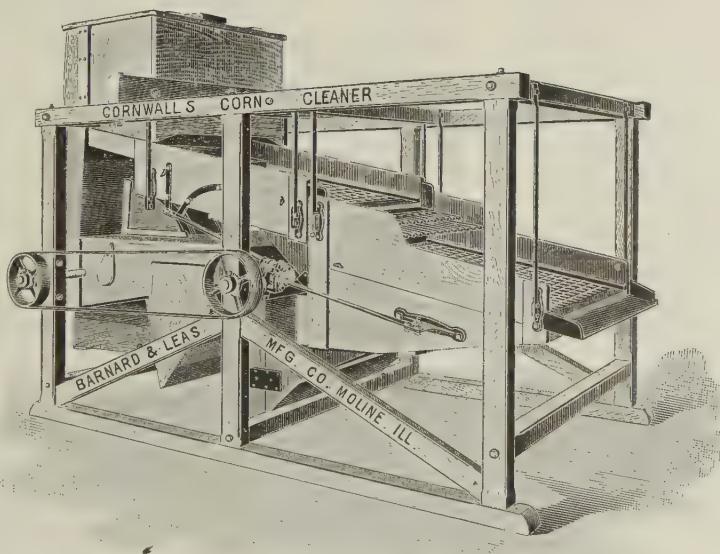
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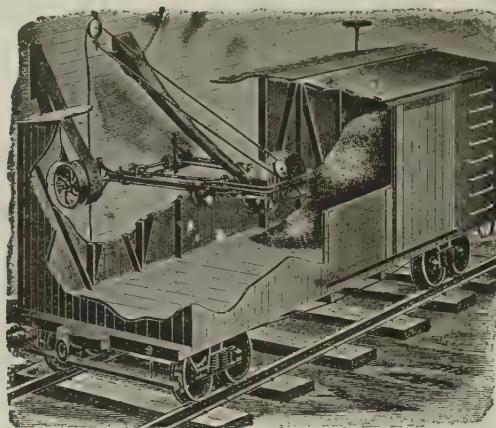
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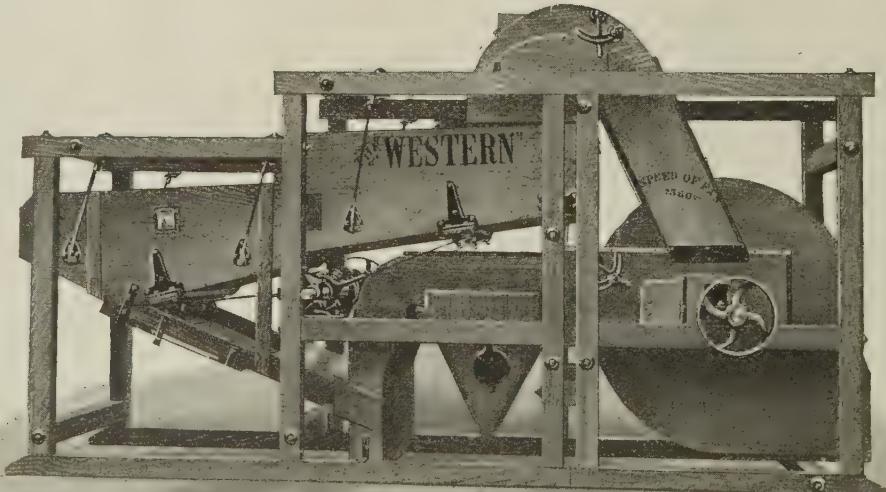
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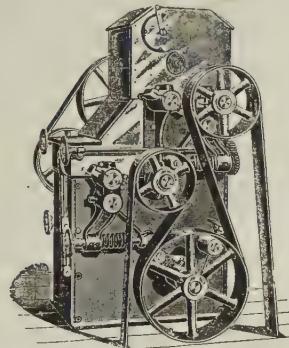
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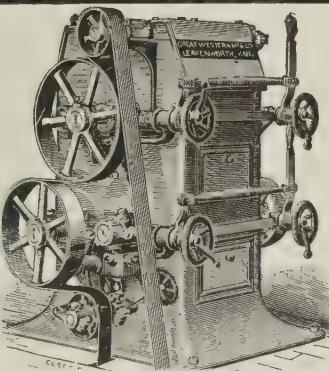
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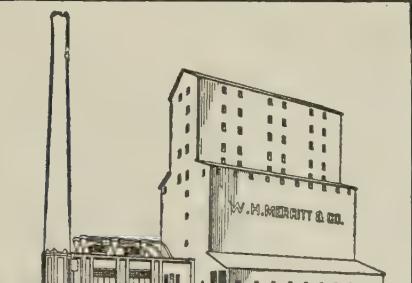
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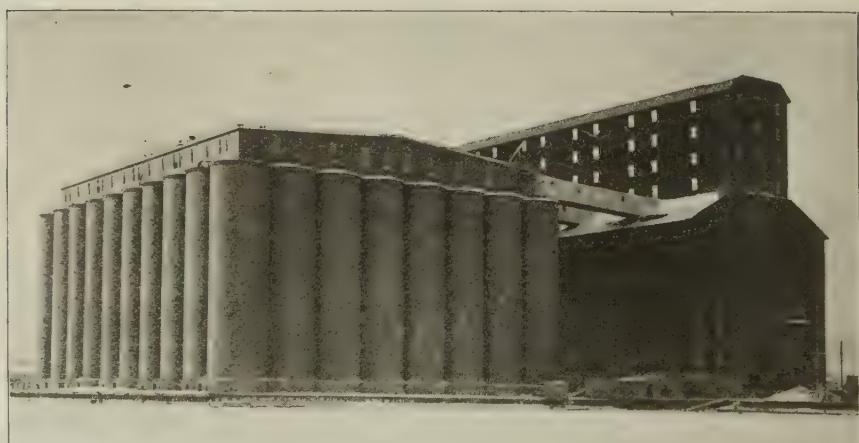
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We are prepared to use all of the various kinds of elevator construction, but recommend our special construction known as the Record-Johnson System Patent Fireproof Semi-Porous and Glazed Cellular Tile Grain Storage Construction, covered by the following patents and which we have exclusive control, patents Nos. 664323, 664324, 664375, 692544, 713104.



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Contracts taken for all kinds of heavy Work. Estimates furnished if desired.
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North Star Malting Co.,	500,000	David Stott Milling Co., Detroit,	200,000
Victoria Elevator Co.,	250,000	Pabst Brewing Co., Milwaukee,	250,000
Frisco Ry. Elevator, Kansas City,	500,000	Wisconsin Malt & Grain Co., Appleton,	200,000
Memphis Elevator, Kansas City,	300,000	Granite City Malting Co., Granite City, Ill.	200,000

We are constructing at the present time under same patents the following list of fire proof plants.

	bushels		bushels
Schlitz Brewing Co., Milwaukee,	550,000	Texas City Imp. Co., Texas City, Tex.,	500,000
Washburn-Crosby Milling Co., Buffalo,	300,000	Millbourne Mills Co., Philadelphia,	200,000
Canadian Northern Ry. Co., Pt. Arthur,	2,500,000		

The following are a few of our largest wood constructed elevators.

	bushels		bushels
Calumet Elevator Chicago,	1,000,000	Maple Leaf Elevator, Kansas City,	1,000,000
Minnesota Annex, Chicago,	1,000,000	Burlington Elevator, St. Louis,	1,000,000
C. M. & St. P. Ry., Itasca,	1,125,000	Grand Trunk Elevator, Portland, Me.,	1,000,000
Belt Line Elevator, Superior,	2,500,000	F. H. Peavey & Co., No. 1,	1,750,000
Superior Terminal,	2,500,000	Interstate Elevator, Minneapolis,	1,000,000
Pittsburg & Western Ry., Fairport, O.,	1,000,000	Texas Pacific Ry. Co., Westwego, La.,	1,000,000
Standard Milling Co., Duluth,	1,000,000	Hoosac Tunnel, Charlestown, Mass.,	1,000,000
Empire Elevator Co., Minneapolis.	2,500,000	And hundreds of smaller houses.	

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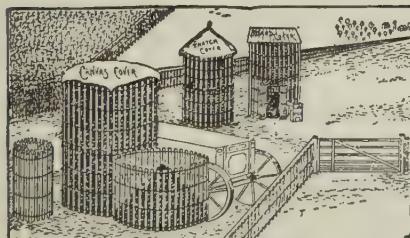
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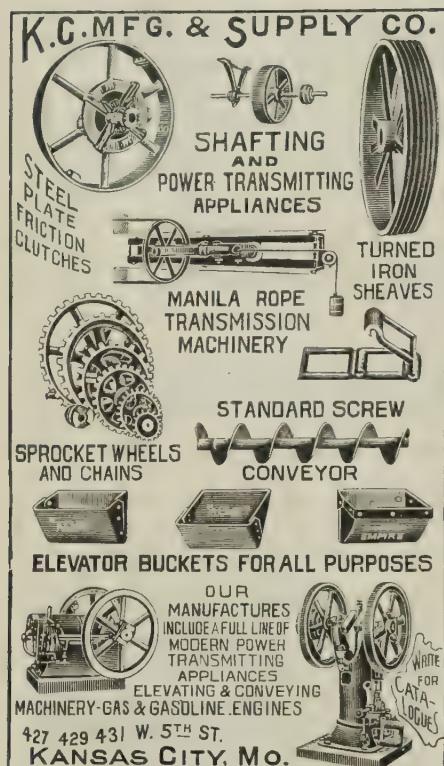
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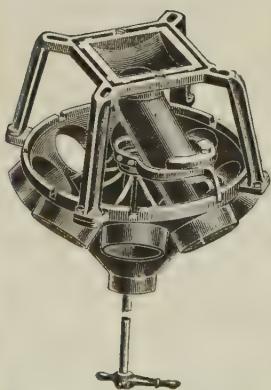
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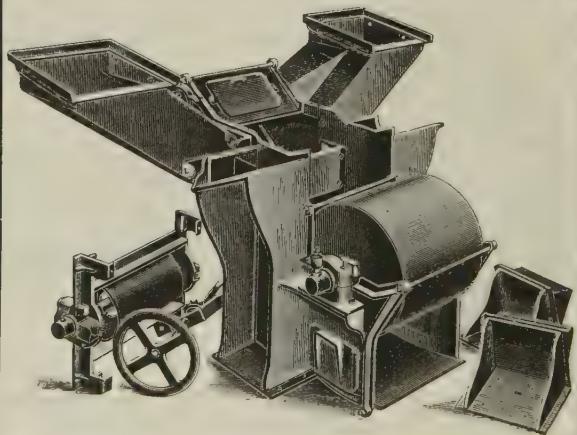
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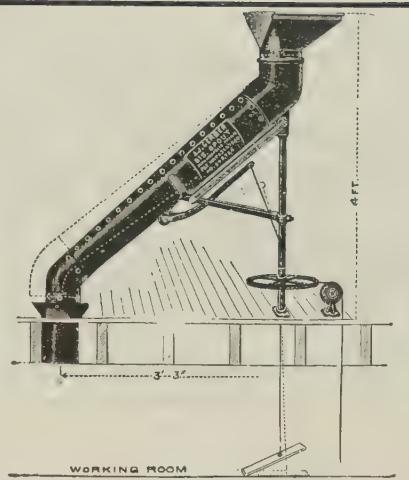
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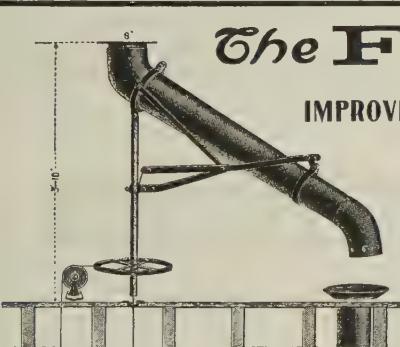
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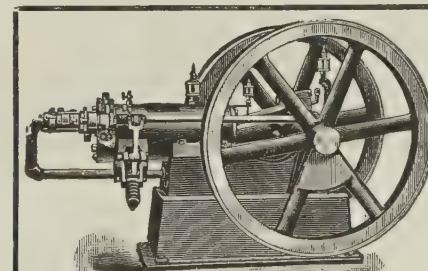
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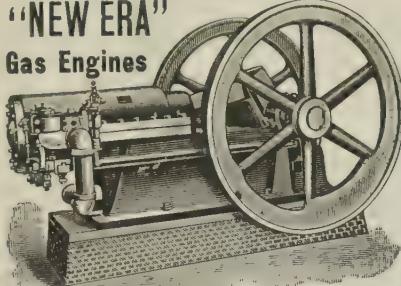
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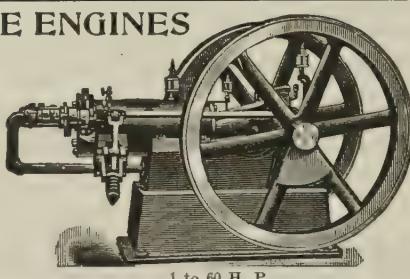
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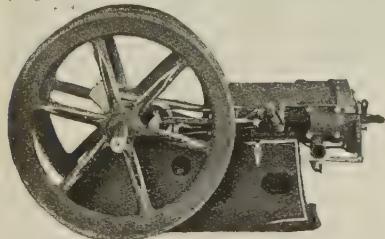
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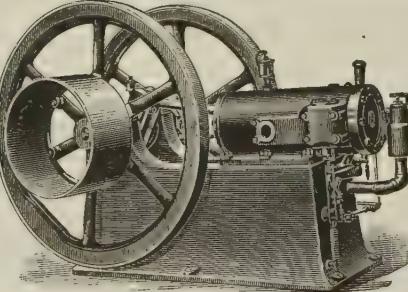
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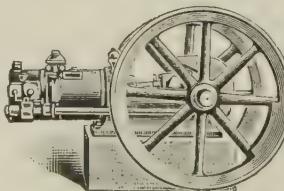
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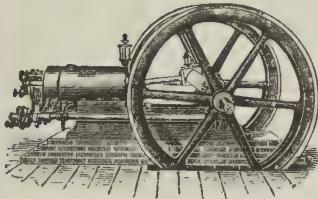
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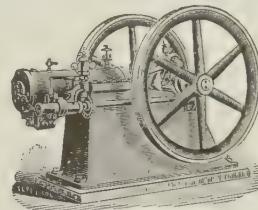
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ELEVATOR, 12,000 bushels capacity, for sale; situated in one of the best grain sections of Kansas. Handling from 150 to 200 thousand bushels annually. Building nearly new and one of the best in the country. For particulars address Lock Box L, Marquette, Kan.

NEW ELEVATOR, 15,000-bushel, for sale; also new hay barn 22x70; good location on R. R. track. Also 70-acre farm, new house and barn; town property; buildings all new. Want to sell all and get out of business on account of failing health. Address Craw, Box 6, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL BUSINESS for sale at Wyman, Iowa, 35 miles northwest of Burlington on B. & W. branch of Q. R. R., in best grain country in Iowa. Storage capacity 18,000 bushels; 10-h. p. steam engine, two dumps, corn sheller in bottom of one, cleaner, hopper scales, feed grinder, Ideal Car Loader; good office; wagon and team scales; 112 feet of corn cribs; 4 coal bins. Side lines—tile, brick, hay, feed and seeds. No competition; \$3,500 cash. Address W. B. Cartwright, Wyman, Iowa.

BRAND NEW 20,000-BU. ELEVATOR in southwestern Missouri for sale; just finished, up-to-date in every respect; doing a big business with good profit. A 25-horse power gasoline engine, one No. 6 Monitor Oat Clipper and Wheat Cleaner combined, one Acme Feed Mill, 3 sets of Monarch Scales. Fine hay crop and average wheat crop. Business established for 15 years. A snap. Price \$8,000.00. Other business to attend to. Will net the above price in one year. Good competition. Address L. P. J., Box 3, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND LARGE MILL for sale at great sacrifice. Located at Elizabethport, N. J., near tidewater with two railroad sidings. Can be had for less than one-half its cost. Buildings are comparatively new; mill 32x53 feet; office and flour house 32x50; elevator 43x53 with 20 pockets and storage capacity for 100,000 bushels of grain. Adequate steam power, all connected; improved machinery for cleaning grain; steel mills for grinding feed; oat clippers and other improved machinery. Brick storehouse 69x100 with steam engine. For further particulars, write E. M. French, Plainfield, N. J.

ELEVATOR for sale, thirty thousand bushels capacity; located at West Lebanon, Ind.; 3 dumps, chain conveyors, 4 elevator legs, 8x16 cups, Western Sheller and Cleaner, capacity 3,500 bushels per day, 25-h. p. engine and boiler, 400-bushel hopper scales; house cribbed and metal roof in good repair. One competitor; 5 to 12 miles each way to nearest stations; ships 150,000 bushels per year; town 800 people, 3 churches, graded school. Price \$4,200.00. Don't write, come and see it if you want a bargain. Reason for selling, sickness. P. O. Box 216, West Lebanon, Ind.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE in the corn belt of central Iowa. Only elevator in the town; having steam power, corn sheller and feed grinding burrs; capacity 20,000 bushels. Splendid opening for lumber with it. Splendid opening for somebody. Price only \$2,500.00. Address Stilwell, Crow & Co., Lebanon, Mo.

NEW, 22,000-BU., 7-bin elevator in Goodhue Co., Minn., for sale at a bargain. Cribbed, stone foundation, dump and hopper scales. Otto 5-h. p. engine in stone engine house. Good barley station. One competitor. If you want it for \$3,500 cash, write B. Scott, Box 2, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE—35,000-bushel capacity gasoline elevator on Northwestern Road in central Iowa; good grain district; no feeding; crops promising big yield; lumber yard and coal business; splendid opening for anyone desiring to handle grain, coal and lumber. Address K. G., Box 5, Care Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

PLANSIFTER Mill, 50 to 60-bbl., easy terms; good farming country; side track to door. W. Wieden, Dorchester, Wis.

MINNESOTA MILL, or one-half interest in same for sale; 75 barrels capacity; doing good business and making good money. For particulars address L. D., Box 341, Sibley, Iowa.

STEAM MILL, 80-barrel, for sale; sifter; in good repair, and running steadily. In city of 4,000; established trade. Large storage capacity for wheat and flour. Corn plant capacity 60 bushels an hour. E. H. Doan, McCook, Neb.

FOR SALE—Milling machinery; up-to-date. Buckwheat flour making apparatus. Feed and plaster mills with elevators. Engine, 60-h. p. Boiler, 80-h. p. Tools, machinery, pulleys and shafting. A complete milling outfit. Will be sold in whole or part. Address Willis Bullock, Canajoharie, N. Y.

A GOOD PROPOSITION—A comparatively new Barnard & Leas Plansifter Mill of one hundred barrels capacity, also a new elevator of thirty thousand bushels capacity. All in fine order and running night and day and unable to supply the demand for products owing to the excellent reputation of same. Has own electric light plant and deep well with plenty of water. This property is located on the H. & T. C. and G. C. & S. F. railroads in good town and in the best agricultural county in state. Plenty of wheat raised here to supply the wants of mill and a good many cars to ship each year. We also ship many cars of oats and corn and other feed stuff. Our only reason for desiring to sell is, we have too much business to look after. We will sell all or two-thirds interest to live, energetic party at a bargain. This will bear the closest investigation and a visit here will prove that we have a bargain to offer. Address W. W. Major, Mgr., Midlothian Grain & Lumber Co., Midlothian, Texas.

MILLS FOR SALE.

MILL FOR SALE—Three-story and basement, brick, 43 x 33. Five double set rolls. Three-story frame elevator joining, 33 x 33. Brick engine room 20 x 38. A 50 x 50 one-story grain house, No. 1 five-stall barn, corn crib joining mill. About three acres of land, with fine reservoir. Location good. Will sell very low. Terms reasonable to the right man. Address A. W. Songer, Kinmundy, Ill.

ELEVATORS WANTED.

WANTED—One good up-to-date elevator in Ohio or Indiana; must handle the stuff. Address Box 125, Jeromeville, O.

ELEVATOR WANTED, to buy or lease in good grain country; Indiana or Ohio preferred. Address Box 157, Arcanum, Ohio.

GOOD ELEVATORS in South Dakota wanted. Will pay cash or rent one or two. Pay good rent. Address Dewald & Walter, Freeman, S. D.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

ELEVATOR AND COAL BUSINESS wanted. Good location; must handle 100,000 bushels or more. Address K. E. W., Box 6, care Grain Dealers Journal, Chicago, Ill.

WANT TO BUY elevator or interest in one, in eastern Kansas or Nebraska or southwestern Iowa. State price, competition, amount handled, etc. W. F. Peacock, Blue Rapids, Kan.

ELEVATORS WANTED in exchange for good farm lands in North Dakota. Minnesota, North Dakota and South Dakota preferred. For particulars write D. E. C., Box 463, Duluth, Minn.

MACHINES FOR SALE.

FOR SALE—One Talley Scroll Mill. Hull Roller Mill Co., Hull, Ia.

PORTABLE DUMP, White Patent, in good condition, for sale. Woodbury & Files, Muncie, Ind.

BARLEY SEPARATORS, Printz & Rau make, one No. 1½ and one No. 2½, for sale. D. Rothschild Grain Co., Davenport, Ia.

SPECIAL BARGAINS IN SEPARATORS AND CLIPPERS. Write for Circular No. 18, now ready. A. S. Garman & Sons, Akron, Ohio.

ONE EUREKA HORIZONTAL SCOURER, 70 bushels capacity, and one Monitor Scourer, small size, for sale. Sleepy Eye Milling Co., Sleepy Eye, Minn.

FOR SALE—One No. 1 Victor Sheller, one No. 1 Cornwall Cleaner and one 14-h. p. Charter Gasoline Engine. Horner Elevator & Mill Co., Lawrenceville, Ill.

TWO PIONEER PORTABLE Wagon Dumps and elevators for sale. Just the thing for small stations for dumping and loading grain into cars, bins or cribs. As good as new. Price \$75.00 each. Address J. W. Smith, Lamoni, Iowa.

MACHINES FOR SALE.

FOR SALE—Two stout wooden boats for 12-inch buckets, \$8.00 each. With pulley, take-up boxes, shaft and collar, \$21.00 each. B. S. Constant Co., Bloomington, Ill.

A GOOD WILLFORD 2-reduction Feed Grinder; will sell cheap. H. Humphrey, Spring Grove, Minn.

THREE SEPARATORS, Barnard & Leas Dustless, 1882 pattern, for sale cheap. Want to make room for larger capacity separators. Address J. F. Harris & Co., Burlington, Iowa.

CORNWALL CORN Cleaner, No. 2, for sale; used only a few months; just as good as new in every respect; has been replaced by larger machine. Address Railsback Bros., Ashland, Neb.

BARGAIN NO. 1—One No. 1 Western latest improved Shaker Corn Cleaner; used three months, new. Can deliver it Nov. 1st, 1903, f. o. b., Lafayette, Ind. Price \$135.00. A. S. Garman & Sons, Akron, O.

ONE OHIO Grain and Seed Cleaner, number 26, for sale. Cost \$100.00 new, has been used one season; will sell for \$40.00. See description of mill in Grain Dealers Journal. S. E. Wainwright, Lenox, Ia.

ATTRITION, BURR AND ROLLER MILLS. For sale, a complete feed outfit, in use less than 3 months, consisting of a 24-inch Monarch Attrition Mill with three pulley drive, 1 18-inch and 1 24-inch Vertical French Burr Mills, 1 22-inch Portable Under-Runner Burr Mill, 60-h. p. engine, 80-h. p. boiler, No. 12 Sullivan and No. 1 Monarch Crushers, pulleys, shafting, hangers, elevators, single and double leather and Gandy Belting. Two No. 7 and 2 No. 8 Bowsher Mills, used but little. One 2-hole self feed corn sheller with wagon box elevator and cob stacker, virtually new. One two-pair high Roller Mill and 1 Case Double Roller.

The above outfit or any portion of it will be sold at about $\frac{1}{2}$ to 2-3 of the price charged by second-hand dealers. MON-ARCH MILL & SUPPLY CO., 68-70 S. Canal St., Chicago, Ill.

MACHINES WANTED.

POWER CORN SHELLER wanted, second-hand, large sized cylinder; must be in good condition. Address Sheiler, Box 6, care Grain Dealers Journal, Chicago, Ill.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

WANTED—Two cars of White Rice, Shelled Popcorn. Send sample and quote. W. H. Small & Co., Evansville, Ind.

FINE WHITE WHEAT for making Egg-O-See, wanted. Quote prices. Need about 1,000 bushels per day. The Battle Creek Breakfast Food Co., Quincy, Ill.

SEEDS WANTED—We solicit offerings of choice timothy seed from Iowa, Kansas and Missouri seed dealers, and redtop from any section. We make track bids on car lots. Shultz Seed Co., 702 Main St., Olney, Ill.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

ENGINE and boiler, 12-h. p., for sale. Fred Voigt, West Salem, Ill.

GASOLINE Engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

GASOLINE ENGINE, 6-h. p., for sale. Guaranteed to be in best order. \$100.00. S. A. Zapp, Emerson, Neb.

VERTICAL GAS or Gasoline Engine, 17-h. p., for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

GASOLINE ENGINE, 20-h. p. Fairbanks-Morse, in good condition, for sale or will trade for 10-h. p. engine. G. F. Mather, Burdett, Kan.

GAS OR GASOLINE Engines, one 15 and one 20-h. p., for sale; in first class condition. Trees Mfg. Co., Greenfield, Ind.

GASOLINE AND STEAM engines for sale. A specialty of complete power plants. Wallace Machinery Co., Champaign, Ill.

FOR SALE—One 13x16, 100-h. p. Atlas Center Crank Automatic Engine, with 66x12 wheels and sub-base. Address O. S. Potter, Toledo, O.

GASOLINE ENGINES for sale; slightly used; guaranteed good as new. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

FOR SALE—Stickney, Jr., 3-h. p. Gasoline Engine; a bargain; \$85.00; brand new; will quit business. Address Schuh Bros., Rollingstone, Minn.

KEROSENE OIL engines, simple, safe, reliable and economical. Send for catalog. Int'l Power Vehicle Co., 56 W. Washington St., Chicago, Ill.

STEAM, GAS and Gasoline Engines and all kinds of mill supplies and machinery, new and second hand. Rafner Elevator Works, Kansas City, Mo.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

GASOLINE ENGINES for sale; all sizes; immediate delivery; guaranteed 5 years. At one profit—maker to user. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

FOR SALE—One 13x16, 100-h. p. Atlas Center Crank Automatic Engine, with 66x12 wheels and sub base; used for electrical purposes; in good order. Address O. S. Potter, Toledo, Ohio.

GASOLINE ENGINE, eight-horse power, for sale at a bargain; almost good as new. Reason for selling, putting in electric motor. Write for particulars. Address A. A. Berry Seed Co., Clarinda, Ia.

GASOLINE ENGINES for sale—30-h. p. Webster; 25-h. p. Fairbanks-Morse; 14-h. p. Otto; 9-h. p. Otto; 6-h. p. Fairbanks; 22-h. p. Foos; one of each. A. H. McDonald, 36 W. Randolph St., Chicago, Ill.

ENGINES FOR SALE.

GASOLINE ENGINES, all sizes from 2 to 90-horse power. Also boilers, steam engines, pumps, roofing material, pipe, radiation, etc. Ask for catalog No. 326. CHICAGO HOUSE WRECKING CO., West 35th & Iron Sts., Chicago, Ill.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson St., Chicago.

WHITE & MIDDLETON Gas Engine, 20-h. p., for sale at one-half original cost; has been in use about two years and is as good as new; can be seen running at any time. Ready for delivery about Oct. 1st. Call on or address E. P. Fulmer & Co., 152-154 E. Court St., Indianapolis, Ind.

WE ARE closing out our entire gasoline engine stock at one-half the original cost. Following partial list of what we have in stock: 30-h. p. W. & M.; 15-h. p. Cornell; 10-h. p. Otto; 8-h. p. Webster; 5-h. p. Chicago; 3-h. p. Holliday. Price Machinery Company, 162 W. Lake St., Chicago, Ill.

CLOSING OUT a few second-hand Gasoline Engines of different sizes at bargains; 9-h. p. Charter \$125.00. New Foos Gasoline Engines, portable and stationary, all sizes. Write for illustrated catalog. Largest exclusive gas engine factory in the U. S. J. R. Detweiler, 349 Dearborn St., Chicago, Ill.

GAS AND GASOLINE ENGINES for sale; second-hand. One 35-h. p. Otto, one 65-h. p. Foos, one 60-h. p. New Era, one 15-h. p. Lambert; also several of smaller sizes; all in good working order. Also new Backus Gas and Gasoline Engines, all sizes. Chicago Water Motor & Fan Co., 22 S. Canal St., Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FAIRBANKS RAILROAD Track Scale, 60-ton, with registering beam, in good condition, for sale. D. Rothschild Grain Co., Davenport, Ia.

GRAIN AND SEED FOR SALE.

CHOICE POPCORN, 2 cars for sale. Address J. J. Gosenbaugh, Nemaha, Ia.

WHITE WHEAT AND ALFALFA SEED. When needing white wheat or Utah Alfalfa seed, write or telegraph Sam Williamson, Salt Lake City, Utah.

WE MAKE A SPECIALTY of selling wheat, oats, flax and barley for seed. Write C. M. Johnson & Co., Independent Elevator Co., Dwight, N. D.

SEED FOR SALE—All grades timothy; sixteen different grades redtop. We solicit inquiries from elevators. Shultz Seed Co., 702 Main St., O'nev, Ill.

ENGINES AND BOILERS.

FOR SALE—Second-hand Engines and Boilers, 8 to 150-h. p.; one 600-h. p. Corliss Engine, good as new. Address O. S. Potter, Toledo, O.

FOR SALE—1 15-h. p. horizontal steam engine in good condition; 1 25-h. p. boiler return flue, in good condition; 1 Lazier vertical gas engine, 3½-h. p., new. Newton A. Carroll, Jr., Attica, N. Y.

FOR SALE—1 Horizontal Plane Slide Bay State Engine in good condition, 100-horse power, cylinder 16 by 24, price \$450.00; 1 Horizontal Erie Boiler, good as new, 72 in. by 18 in., with 70 3½-in. flues, price \$600.00; 1 Horizontal Boiler, marine type, 72 in. by 18. in., with 70 3½-in. flues, price \$450.00. Hygienic Food Co., Battle Creek, Mich.

1 FAIRBANKS-MORSE 54-h. p. Gasoline Engine; used one year only; guaranteed as good as new. 3 60-in. by 16-ft., 2-ring design. Tubular Boilers complete, with full fronts and all trimmings, including Hawley Down Draft Furnaces; 4 72-in. by 18-ft. Tubular Boilers complete, with full fronts and all trimmings. These boilers are in excellent condition, free from patches or defects of any kind. Hartford inspection allows 90 lbs. steam. All will be sold cheap for cash. F. E. Pfanmueller, 198 E. Randolph St., Chicago.

MISCELLANEOUS FOR SALE.

SECOND-HAND BAGS of all kinds for grain, feed, etc., for sale. Wm. Ross & Co., 133 E. Kinzie St., Chicago, Ill.

CHEAP FOR CASH—Lots 3 and 4, block 5, Holway & Taylor's Adm. to Minneapolis. Address Yale Realty Co., Bank of Commerce Bldg., Minneapolis, Minn.

ELECTRIC LIGHT PLANT for sale. Running, in good order; income \$2,500; coal expenses \$700 per annum; price \$4,000, half cash. Myers & Turner, Menomonie, Ind.

GASOLINE FEED MILL, 10-h. p., for sale; nearly new, run but little. Price of engine and machinery \$500 without building; \$650 with building. For particulars inquire of Andrew Friend, Garden City, Minn.

SNAPS—Nine 500-bu. hopper scales. How many do you want? Separators from \$35.00 to \$60.00. Scourers from \$35.00 to \$50.00. Feed rolls, \$50.00 to \$75.00. Allis Roller Mills, 9 x 18, \$125.00. Several 25 to 50-bbl. mill outfits; one 150-h. p. steam Corliss; one Mitchell Scroll. Make an offer on something. S. G. Neidhardt, 1028 Delaware St., S. E., Minneapolis, Minn.

EMPLOYMENT AGENCY.

COMPETENT OFFICE AND ELEVATOR HELP furnished without charge. Correspondence solicited from employer and employee. S. A. Morawetz & Co., 407 Kasota Bldg., Minneapolis, Minn.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

SITUATIONS WANTED.

FIRST CLASS NO. 1 MAN wishes position as manager of country elevator. Address Lock Box 323, St. Anne, Ill.

A MARRIED MAN of six years experience desires a position in mill or elevator as engineer. C. M. Ramey, Hedrick, Ia.

EXPERIENCED GRAIN MAN wishes position of manager of country elevator. Best of references. Address Iowa, Box 1, Care Grain Dealers Journal, Chicago, Ill.

POSITION wanted with grain firm. Have solicited cash business and had charge of line of elevators. Address Experience, Box 4, Care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as agent in a good elevator, in western Minnesota or North Dakota; 7 years experience. Strong competition preferred. Address Box 234, Eagle Grove, Iowa.

POSITION WANTED by experienced man as solicitor or to take charge of outside office for Board of Trade firm. Address B. T., Box 5, Care Grain Dealers Journal, Chicago, Ill.

Announcement

Owing to the death of our Mr. Jno. K. Speed, which occurred on July 20th, 1903, the business so long and successfully conducted under the firm name of Jno. K. Speed & Co., will be continued by

W. P. BROWN & CO.
SUCCESSORS TO
Jno. K. Speed & Co.

The new firm will be composed of W. P. BROWN, surviving partner of the old firm, who has had entire charge of the business for many years, and GEORGE READ, who has been cashier and book-keeper for Jno. K. Speed & Co. for eighteen years.

The members of the new firm are thoroughly equipped to handle the business, having the commodious and convenient warehouse and office of the old firm, and with ample capital and many years experience, they will be prepared as heretofore to give their customers prompt service and the benefit of close prices, and the best quality of grain.

In closing the business of Jno. K. Speed & Co., we wish to thank our friends and customers for the confidence reposed in us for so many years, and bespeak for our successors the same confidence and liberal patronage so long enjoyed by us.

Respectfully,

Jno. K. Speed & Co.

Referring to the above announcement, we wish to assure our friends and customers, under the firm name of Jno. K. Speed & Co., that we will endeavor to merit a continuance of their friendship and patronage by courteous treatment, fair dealing and prompt service, and solicit their business on these terms.

Respectfully,

W. P. Brown & Co.

SITUATIONS WANTED.

SITUATION wanted as traveling supt. for elevator Co.; 16 yrs. exp. in 4 states; best of references. F, Box 6, Care Grain Dealers Journal, Chicago.

POSITION WANTED by thoroughly competent young man, of six years close association with the grain and elevator business. Good endorsements. Address C. E. Hackett, Fairfax, Mo.

POSITION WANTED—Eight years experience in grain and option business; could do work on road or in private wire office; good references. Address Lock Box 191, Woodhull, Ill.

YOUNG MAN with some experience wishes to learn pattern making and machinist's trade in machine shop. Has tools and can make mechanical drawings. Understands gas engines. Samuel Zapp, Emerson, Neb.

SITUATION WANTED by a practical elevator and grain man with 20 years experience, with some reliable grain firm as a mixer and grader of grain. Address R. A. J., Box 6, care Grain Dealers Journal, Chicago, Ill.

FIELD SEED MAN—Young man experienced in cleaning, mixing seed; buying, also selling on road. Now employed in Chicago seed house. Would locate outside of city if necessary. Can do book-keeping and all office work. References furnished and required. Address H. A., Box 6, care Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER WANTED who has had experience in management of factory and can take active charge. Must put some cash into the business. Address E. T. W., Box 4, Care Grain Dealers Journal, Chicago, Ill.

GOOD PARTNER wanted, with ten or fifteen thousand dollars capital to buy half interest in one of the best elevator and wholesale grain businesses west of the Mississippi River. For further particulars address Partner, Box 1, Care Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

THE Grainman's Actuary \$1.00 postpaid. Henry Nobbe, Farmersville, Ill.

O. S. POTTER, TOLEDO, OHIO. Manufacturers' agent. Complete power plant equipment. Correspondence solicited.

WANTED TO BUY for cash a well located business block of several rooms, in a county seat or a live business town. A. A. Mowrey, Box 381, Wooster, O.

WANTED—WE Want to buy 500 tons of Number One Tangled Rye Straw. Please write us at once and name us price loaded on your track, or delivered Memphis. John Wade & Sons, Memphis, Tenn.

GOOD FLOUR MILL AND GRAIN account wanted. Am in the commission business and can furnish the best of references. Correspondence invited. J. Seeger, Pensacola, Fla., Commission Merchant.

HELP WANTED.

PRACTICAL MILLWRIGHTS wanted to sell and install our grain handling specialties. Write for particulars. B. S. Constant Co., Bloomington, Ill.

ENGINES WANTED

SECOND-HAND Gasoline Engine wanted, 25-h. p.; suitable for pumping; must be good and cheap for cash. Address Box 31, Melvin, Ohio.

**TO BUY
SELL
RENT or
LEASE an
ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

**GRAIN
DEALERS JOURNAL**

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

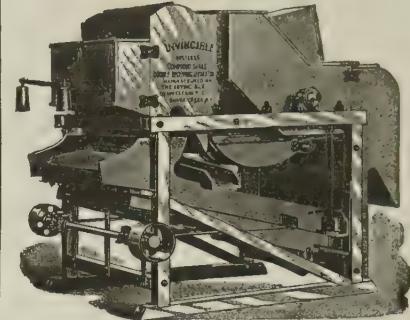
Name of firm.....

Capacity of Elevator..... Post Office.....

bus. State.....



INVINCIBLE
Compound-Shake Dustless, Double
RECEIVING SEPARATOR
(Eleven Sizes)



Meets every requirement of the elevator and warehouse man.

Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

The Best Money Can Buy.

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

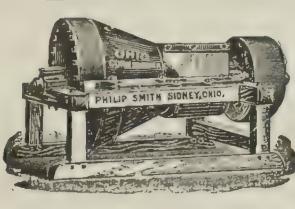
We manufacture a full line of Elevator Machines. Send for catalog.

Invincible Grain Cleaner Company

Invincible Works,
SILVER CREEK. - - - - N. Y.

REPRESENTED BY

W. J. Scott, 94 Traders Bldg., Chicago, Ill.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
J. N. Bacon, Balcherne Block, Indianapolis, Ind.



No "Shell Game"

Can clean one out of ear corn so quickly, so neatly and completely as

The OHIO Corn Sheller

CLEANS CORN FROM THE COBS

It plays "the game" with all shelling surfaces chilled.

New Corn or Old Corn stands no chance. However, it gives everybody satisfaction.

PHILIP SMITH,
SIDNEY, OHIO

Can tell you how his machine does "the trick." Ask him.



THE MONITOR SCHOOL

Lesson in Monitor Profits.

Grain cleaning machinery makes profits to the extent to which it does the best work, the amount of its work, and its durability. That's why Monitor grain cleaning machinery is the most profitable to use. Perfectly controlled air separations, in addition to the screen separations used by other machines, produce the cleanest products. Capacity fully up to their rating, are features which guarantee that the Monitor machines in operation will turn out the number of bushels claimed as their capacity. Construction from the best materials and by the best mechanics, and the bracing of every usual point of weakness, make the Monitor machines of the greatest durability. If you are after the big profits in your business, send for the Catalogue of the Monitor Line, which includes Monitor Elevator and Warehouse Separators, Smutters, Scourers, Oat Clippers, Seed Cleaners, Flax Cleaners and Packers for every purpose.

HUNTLEY MFG. CO., Silver Creek, N. Y.

BRANCH { 302 Traders' Building, Chicago, Ill., F. M. Smith, Manager.
OFFICES { 221 Mission Street, San Francisco, Cal., F. D. Wolfrom, Manager.
121 Front Street, New York, J. W. Perrine, Manager





GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

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255 La Salle Street,
CHICAGO, ILL.

CHARLES S. CLARK, Manager.

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\$1.50.

A Red Wrapper on your Journal means
your subscription has expired.

Advertising Rates

furnished on application. The advertising
value of the Grain Dealers Journal as a
medium for reaching the grain dealers and
elevator men of the country is unquestioned.
The character and number of advertisements
in its columns tell of its worth.

"Wanted" and "For Sale" advertisements
under the head of **Grain Dealers Exchange**
cost 15 cents per line, each insertion.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

CHICAGO, ILL., SEPT. 25, 1903.

GRAIN DRIERS will be able to pay
attractive dividends again this season.

WHEN sprouted wheat with long tails
is presented for your bid, bear in mind
that it will not grade No. 2, nor command
the top of the market price.

DOLLAR wheat theorists who have
been leading confiding farmers a merry
chase in search of their heart's desire
have been much disgusted by the recent
decline in values.

A RED WRAPPER on your copy of
the Grain Dealers Journal means that
your subscription has expired and that
you shud send us at once a dollar for another
year's subscription.

FLOOD LOSSES at Kansas City are
not yet settled for, altho it can be shown
that the railroads had ample warning of
the coming flood and could have removed
much of the grain to higher ground before the water reached Kansas City.

M'CUMBER, the senator from North
Dakota, who wants federal grain inspection
everywhere, is continuing his agitation.
Evidently he wants a federal inspector
stationed at every country elevator.
He claims to have made tests recently
and discovered that country elevator
men do not grade wheat alike. If he
thinks the grain trade will support a
political inspector at every elevator in

this country he has something to learn.
To start with Congress could only require
the inspection of interstate shipments. It
has not the power to regulate the grading
of grain at country points.

KANSAS is said to have 25,000,000
bushels of wheat piled on the ground,
waiting for cars to haul it away, and yet
Kansas has issued charters to a number
of railroads for the purpose of furnishing
transportation facilities to would-be shippers
of that state.

LEAKS must be recorded by terminal
weighmasters, according to the new law
governing the grain business of Manitoba.
This is one requirement which will help all grain shippers. Such a record is
kept in several markets of this country,
and eventually, may be kept in all.

GULF EXPORT GRADES which
shall be uniform at all Gulf of Mexico
ports is a new suggestion which comes
from New Orleans Board of Trade. It
seems both practical and desirable, and
surely should be the means of fostering
the export grain trade of the Gulf ports.

FEDERAL inspection is not to the
liking of the officers of the Chief Grain
Inspectors Asso. nor any grain dealer,
who recognizes how very incompetent
government is when it undertakes a business
enterprise. The grain trade has suffered
enough at the hands of the politicians.

SUITS are at last being brot against
carriers who delayed corn so long last
season that it rotted in transit. Baltimore
Chamber of Commerce members are
going about this matter very carefully
and, no doubt, will be able to obtain judgment
against carriers for damages resulting
from unreasonable delay of grain
shipments.

MICHIGAN DEALERS have been the
last to organize, which may account for
the fact that some buyers, who having a
large business in that state do not hesitate
to admit that they confine their business
operations largely to Michigan, because
they can do business there on a larger
margin of profit. They claim that the
Michigan dealers are not so well posted
as those of other states. Evidently the assn. has a good territory to work in.

FARMERS TRUSTS are being organized
in rapid succession. The latest is the
Farmers Marketing Company, organized
at Phoenix, Arizona, with \$100,000,000 capital.
The principal place of business is said to be Phoenix, but branch
offices will be located at Seneca, N. Y., and elsewhere.
Remarkable as it may seem, the incorporators of this new trust
are Jno. W. Woodruff and others whose
names have been published in connection
with the American Farm Company of

New Jersey, and the Farmers Co-operative
Syndicate of Buffalo. The more work
this coterie of so-called organizers do,
the fewer will be the farmers co-operative
companies.

EASTERN BUYERS are threatening
to boycott Chicago because the latter refuse
to sell on other than Chicago inspection.
If eastern buyers would distinguish more sharply between certificates
from samplers and certificates from the
state grain inspection department they
would not be disappointed so often in the
quality of their purchases.

BUFFALO has some receivers and
shippers who are at a loss to understand
how they can square their accounts with
country elevator men who avoid the regular
channels of trade and supply grain
direct to the dairy farmers and feeders of
New York and New England. The receivers
insist that they do not care to go around
the regular country shippers to the
farmers for grain.

WAITING has been the condition of
eastern markets for nearly a month. Buyers
and brokers have feared to buy anything
lest favorable weather conditions bring
about a decline. Their inaction may
in a measure be responsible for the recent
fall in market prices. The long suspense
regarding what the weather man would
do, in so far as it affects the corn market
is now almost at an end.

ST. LOUIS MERCHANTS Exchange
has at last taken up the fight for correct
weights in earnest, and its board of
directors is reported to have adopted a
rule providing that all grain and hay
brought to St. Louis, or consigned;
loaded into or out of elevators, mills or
warehouses in St. Louis or East St.
Louis, by members of the Exchange, must
be weighed under the supervision of the
Merchants Exchange Weighing Bureau.
This is a step in the right direction and
will surely do much to help the St. Louis
market. The weighing committee has
been authorized to establish such charges
as it deems advisable and no doubt will
provide ample funds to carry on the work.
An early improvement in St. Louis
weights may be expected.

PREVENTING FIRES is the object
of a new association known as the Missouri
State Fire Prevention Assn., which
held its annual meeting in Kansas City
this week. The organization hopes to
improve the conditions in Missouri and
to encourage the use of fire-proof materials
in the construction of buildings.
The stock fire insurance companies, by
their rapid rise in rates, have done more
to compel the use of fire-proofing than
any other thing could do. This new association
has another very commendable purpose, that of bringing into close
relationship the insured and the insurance

company. This has been one of the prime purposes of the mutual companies which have sought to assist the policy holder in reducing the fire hazard of his risk, and the cost of his insurance.

CORN, hot, delayed and rotten caused many large losses to grain shippers of the country last year. In fact so many suffered that it will not be necessary to warn them not to take in any new corn until Dec. 1st. Resolutions are a good thing to give expression to prevailing sentiment, but it takes an iron-bound contract to induce would-be grain buyers from bidding on new corn when the farmers get ready to sell.

THE ST. LAWRENCE river route seems to be capturing more than its share of the export grain trade, and the trunk lines are so badly embarrassed by offerings of freight in excess of their capacity to handle that they refuse to grant a reduction in rates which will turn the grain back to its accustomed channels. So some of the exporters of Atlantic ports are badly handicapped and will continue to be until the season of navigation closes.

MAILING grain samples at letter postage rates is one of the modern methods adopted by country shippers for wasting money. We have frequently explained the postal law relating to postage on grain samples. It seems that an express ruling on this point has fixed the postage on seeds and grain samples unsealed at one cent for each two ounces. Hence two cents will generally pay the postage on the sample. If it won't it will at least insure the carriage of the sample to the addressee, who will be called upon to pay the additional postage. Two years ago one of our Texas subscribers, who became involved in a dispute with the local postmaster on this point, informed us that our warning had saved him enough in postage to pay for the Grain Dealers Journal the rest of his life.

FREIGHT CONGESTION has so paralyzed the business of St. Louis that Merchants Exchange members held an indignation meeting and appointed a committee to investigate the trouble in order to present specific evidence to the railroad commissioners of Missouri and Illinois when they respond to the Exchange's invitation to cum and see. A numerously signed petition to the president of the Exchange to call a meeting and protesting against the delays in switching cars by the Merchants' Terminal Railroad and Wiggins Ferry stated that cars were being delayed three to thirty days. The Business Men's League of St. Louis is also after the terminals with a sharp stick and has a Freight Congestion Subcommittee at work. Old time methods and inadequate facilities has caused aggravating and expensive delays at every

terminal during recent years, but without forcing the carriers to improve. At Chicago the Stickney yards upon which millions have been spent, are idle, altho it affords the best and quickest means of transferring freight ever devised. Shippers are too slow in demanding their rights.

CLEVELAND buyers and brokers complain that regular country shippers at nearby points and Chicago shippers ignore them and sell direct to retail feed dealers and large consumers, but the minute they bid anyone not recognized as being regular by the association, the shippers raise a big holler. This is not the first time buyers and brokers have entered the same complaint and it is not without foundation. No regular shipper who can see farther than the end of his own nose will insist upon demoralizing the local feed trade of any city by selling direct to the feed dealers. If he do this and undersell the city brokers as some persist in doing, he must expect the city broker, as a means to self protection, to go direct to the farmer for his grain. Every trade difference has two sides, but the fact remains that neither the buyer who bids farmers nor the country shipper who sells feed dealers can successfully defend his action. Selfish disregard of the natural trade rights of one section of the business by those identified with another section can not instill the injured class with a greater regard for the interests or rights of the offenders. A healthy respect for what is fair, for what is rightly due others in the trade is more likely to nurture harmony and beget living profits.

UNIFORMITY of terms used by the grain trade are indeed more than desirable. They are necessary. Recognizing the advantages of uniformity, the president of the Chicago Board of Trade has appointed a committee to meet with the representatives of other grain exchanges for the purpose of discussing the advisability of arranging general and common terms to be adopted by the different markets governing the transactions in cargo shipments. Why the work of investigation is confined to one class of shipments is not clear, but it may be that no recognized rules have heretofore been in force. Each exchange has rules governing different phases of the grain trade which are at variance with rules of other exchanges bearing on similar transactions. The rules governing what shall constitute a carload and time of shipment would seem to merit the attention of the champions of uniformity and simplicity. Inasmuch as the members of the National Assn. represent nearly every market in the country, it would seem practicable for the National Assn. to take the lead in adopting rules of this character and then have the other exchanges and the grain assns.

endorse and adopt the same rules. By such a procedure the rules are more likely to conform to the opinions and views of dealers in the different markets.

SHIPPERS who have read in the Chicago newspapers recently of some of the abuses practiced by Chicago justice shops may in a measure appreciate what the railroads and the Grain Shippers Protective Assn. have to contend with in trying to reduce the amount of stealing from cars in Chicago yards. Magistrate Wilcox seems to have been deeply impressed with the right of any hoodlum to carry off grain as suited his desire, and the reason for his having such impressions is quite evident from the facts presented in the press. He is said to be the protege of the great and good Governor Yates, and no doubt will be kept in office as long as Richard has the power to do so. But just so long as justices are kept in office who are unwilling to sentence those guilty of stealing grain from cars, just so long will the stealing continue without restriction.

FIRE INSURANCE placed thru an agent who gets a commission is not likely to be placed in the interest of the policy holder. Local agents as a rule have so many different irons in the fire, that they cannot possibly make a study of the different classes of risks. Hence it is not surprising that occasionally we learn of an elevator man having \$4,000 insurance distributed as follows: \$800 on elevator and contents; \$3,200 on power-plant and brick engine room. Sad to relate, the elevator man did not discover this until after the fire. Where you place insurance direct with the salaried agents of the mutual companies you can depend on getting what you need, as these men make a special study of elevator risks and know that a power-plant in a brick engine room twenty feet away seldom is entirely destroyed by a fire in the elevator, and often is not damaged.

One Fare Plus \$2 from the Southwest.

The M. K. & T. R. R., well known as the Katy, has started the ball rolling for Minneapolis by granting a flat rate of one fare plus \$2 from any point in its territory for the Minneapolis convention. It may be that some of the other lines will follow suit. If they do not the Katy will be likely to get all the business from the southwest.

Later.—The St. Louis & San Francisco Railroad has also made a rate of one fare plus \$2 for dealers going from its territory to Minneapolis and return.

The Santa Fe, Rock Island, Fort Worth and Rio Grande, Red River and Southern Lines have made a rate of one fare plus two dollars for Minneapolis.

Continental grain importers held a conference at Brussels recently to agree not to buy American grain on certificates issued by American inspectors.

Asked— Answered

LANDLORD'S LIEN IN ILLINOIS?

Grain Dealers Journal: We would be pleased to have some reader state in the columns of the Journal what right the landlord has on the tenant's grain, providing the tenant has paid the landlord the amount due, and whether it makes any difference if the tenant has the land for cash rent or grain rent, also if landlord can hold tenant's grain which they may sell and deliver, if the contract between them is not due when such grain is delivered.—Yours truly, Nobbe Bros., Farmersville, Ill.

SPEED OF ELEVATOR?

Grain Dealers Journal: We would like to know what should be the speed of an elevator belt having 59 buckets 13 inches apart, each bucket holding about a quart? —Tucker & Co., Bay City, Wis.

Ans.: The speed of an elevator belt is determined, not by the number of buckets or their distance apart, but by the diameter of the head pulley, in order to get proper discharge. The bigger the pulley the faster the belt must run and the slower the shaft must turn. The cup belt discharging over a 24-in. pulley should travel 250 ft. per minute; 30-in. 300 ft. per min.; and 36-in. 340 ft. per min.

CAN FARMER BE HELD TO CONTRACT?

Grain Dealers Journal: In reply to another Oklahoma dealer who asks in the Aug. 25 number of the Journal whether the farmer can be held to his contract price after he has once been granted an extension of time for delivery, we would say that the farmer is morally and legally bound to deliver the wheat at 60 cents per bus.—Hutchinson & Co., Cleo, Okla.

Grain Dealers Journal: I think the dealer should settle at 60 cents, the contract price.—Ira Conger, Cushing, Ia.

Grain Dealers Journal: I would hold the farmer to his written contract, 60 cents per bu.—Joe Murray, Bancroft, Ia.

Grain Dealers Journal: We see only one conclusion; and that is, to pay the way he bot it, at 60 cents.—Johnson & Taylor, Benton City, Mo.

Grain Dealers Journal: In all cases give the farmer the benefit of the advance. Stand the decline if you are an honest dealer.—J. C. Elvin, Harper, Kan.

IS BANK OWNER OF SHIPMENT?

Grain Dealers Journal: In reply to C. A. Burks, I would say that while I do not pretend to be a lawyer, I doubt if the banks would accept and discount grain paper, if a ruling at the court should make them responsible for the quality and condition of the grain at destination. I am inclined to think that it would be a wrong position to take, for either the buyer or the seller of grain, to insist upon the bank assuming the responsibility of the inspection.—F. O. Paddock, Toledo, O.

Grain Dealers Journal: I think the question as to a bank's liability when it discounts grain drafts, is regulated very

largely, if not entirely, by state laws. In Texas, Arkansas and Kansas, there have been cases carried to the supreme courts of each state, in which the bank was held liable. I have never heard of test cases made in other states. Unless there are state laws, relieving banks from such liability, it seems to me that they would be liable everywhere.

Several times in my life I have known of where shipper's order shipments were attached at destination for a debt of the shipper. In each case the local bank through which the shipper did his banking business, came forward and claimed the property as being their own, consequently not subject to attachment for a debt of the shipper. If there had been any question, however, as to the weights and grades on that particular car, I doubt very much whether the bank would have been so willing to claim ownership.—Chas. D. Jones, Memphis, Tenn.

Letters From Dealers

BULKHEAD SHIPMENTS—PENALTY.

Grain Dealers Journal: No little loss is occasioned some shippers by the failure of the railroad agents to notify them, when consigning mixed carloads, that the use of bulk-heads is strictly prohibited by the rules of the different companies. The result is that freight charges are made on the full minimum carload weight of each commodity in bulk, and it is often difficult to get the amount of the overcharge refunded.

Of course, experienced shippers know that all but one kind of grain or seed must be placed in sacks; but new men are constantly entering the business, and each station agent should make sure, before signing the Bill of Lading for a mixed carload, that the requirements of his company have been fully complied with. It is probable, however, that many agents are themselves ignorant of the anti-bulkhead rule, and it would not be amiss for the several freight departments to issue circular orders calling their attention to it.—C. A. T.

FARMERS' COMPANIES SHOULD BE RUN ON BUSINESS PRINCIPLES.

Grain Dealers Journal: I notice in the last issue of the Journal an article signed Cox. He states that the article in question was not written to the Journal nor for publication, but just as a sample of fun.

Don't hardly think he meant to include all farmers in the category, though he says to his own knowledge he has known of something similar in a few cases. He likewise says he won't certify that all grain men are sons of perdition until he sees each one bearing his own cell number in the shades of the inferno.

I would not advise anyone to have much to do with this fellow, Cox. It is rumored he is Satan in disguise, trying to assassinate farmers' elevator companies. If so, he takes a queer method of doing it for I hear he has recovered upward of \$1,000 for two farmers' companies this summer.

It is asserted Cox has written to commission men and track buyers stating

that the Tuscola Grain & Coal Co. could not be trusted and it was unsafe to handle their grain. He says that any man who started this story is a bald-headed disciple of Ananias and challenges him to produce the documents. Don't think Cox was quite that big a fool, and he says he is not the "guilty puhsen" and that somebody else "frew dat brick."

Seriously speaking, I have written some letters, some in jest, some in earnest, for the purpose of throwing a little light on some subjects. I have always thought the farmers' elevator a business proposition and not a free lunch counter. If all men who sold grain to farmers' companies held stock in proportion to grain and were assessable for losses, it would be a different thing for directors. If the various sets of directors over the state put up \$500,000 in the next few years as a result of doing business according to certain ideas, I believe they'll think the price of admission to the lectures is a little high; there is but one way to protect themselves and that is to see their company is run on business principles.

Professed friends of farmers' companies would say "Don't tell the truth. It may discourage them." Are farmers such children they must be fed on taffy? Are they such fools they cannot see thru a business proposition? As the son of a farmer I resent the imputation. Again I state I have never tried in any way to interfere with or damage the business of any firm.

I would suggest that when a farmers' company dies, a well informed coroner's jury would diagnose the case as suicide and not murder. They cannot complain; they usually get most of the grain and if they handle it at a loss, they can't blame anyone else. When you see men, who have grown gray in the business, lying back and letting someone else get all the grain, it's a pretty good sign someone else is getting "soaked" and that some set of directors will get a very chilly bath of soup.

It has been charged that I am in the pay of old line dealers and have been hired to take off damaging reports of farmers' companies to ruin them. If I ever agreed to enter into bonds of wedlock with old line men and take off false reports for them, they can sue me for breach of promise, for by my halidom, I haven't furnished the goods. I belong to neither crowd, but am off in one corner in a little inferno of my own and I seem to have raised Cain generally. I am informed that several kinds of destruction are hot on my trail, but I'll be at the "doin's" and when the harvest days are over, we'll see who has gathered the largest basket of plums. With "charity toward all, malice to none," I am—Cox.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Sept. 25 have been 49,606,000 bus.; compared with 77,752,000 bus. for the corresponding period of the preceding crop year.

Corn receipts at primary markets for the present crop year prior to Sept. 25 have been 39,916,000 bus.; against 22,223,000 bus. for the corresponding period a year ago.

The Corn Products Co. now makes 53 by-products from corn outside of starch and glucose.

Seeds

Clover seed in Ohio is light to fair.—Government Report.

W. D. Taylor has engaged in the wholesale and retail seed business at Bessemer, Ala.

A seed house will be built at Fremont, Neb., by the Western Seed & Irrigation Co. of Waterloo, Neb.

The Albert Dickinson Seed Co., of Chicago, is building a seed eltr. and warehouse between Minneapolis and St. Paul.

The Walker Seed Co. has been incorporated at Oklahoma City, Okla., by C. H. Walker and others. Capital, \$15,000.—C. A. T.

Thomas S. Prine and Edson Potter of Greensburg, Ind., have started in the field seed business at Toledo, the firm name being Prine & Potter.

The condition of clover in Germany at the middle of August was reported by the government as rather good. Lucern was a little better, and meadows were good.

I. B. Nall, commissioner of agriculture for Kentucky, in his report issued Sept. 5, gives the condition of clover on Sept. 1 as 80; compared with 83 a month earlier.

The L. L. Olds Seed Co. has been incorporated at Clinton, Wis., with a capital stock of \$50,000. The incorporators are Leavitt L. Olds, Henry A. Moellenpah and C. W. Colver.

The seed warehouse at Cincinnati, the contents of which were damaged by water during a fire recently, was that of J. Chas. McCullough and not J. M. McCullough's Sons as reported.

Clover has made a large growth since haying time, but in some cases has not filled well. The seed prospect is 73 per cent of an average.—Fred M. Warner, secy. of state, Lansing, Mich.

The warehouse of the John H. Allen Seed Co., at Sturgeon Bay, Wis., burned Sept. 22 and 6,000 bus. of seed peas was destroyed. The loss is \$15,000 on stock, \$4,000 on the building and \$2,000 on machinery. Loss covered by insurance.

R. L. Ross, agent for the Canadian government in Australia, reports a good market in Australia for Canadian seeds, but that the samples must be up to the standard. The main orders for seeds are cabled during the month of October.

The receipts of seeds at Peoria, Ill., for the month of August, as reported by R. C. Grier, secy. of the Peoria Board of Trade, were 120,000 pounds, compared with the same amount for August last year. The shipments for August were 120,000 pounds, compared with 90,000 pounds for August, 1902.

Receipts of clover continue to run behind those of last season and from present indications will continue so. We are already 15,000 bags behind of last season's supplies, having but 5,000 as against 20,000 a year ago, and if we are not to receive as much seed as last year with no stocks anywhere then prices must seek a considerably higher level.—Crumbaugh & Kuehn, Toledo, O.

The statistician of the Department of Agriculture, in his report issued Sept. 10, states that of the thirteen principal clover seed producing states, four, namely, Indiana, Illinois, Wisconsin and Iowa, report increased acreages, while all the other

principal states except California, in which state the acreage is the same as last year, report decreases. In Colorado and Utah conditions are below their ten-year averages, while all other principal states report conditions above such average.

Seed exports for the 7 months prior to August 1 were: Clover seed, 9,416,813 pounds; flaxseed, 648,728 bus.; timothy seed, 11,496,189 pounds and other grass seed valued at \$8,609; compared with 4,109,127 pounds of clover seed, 349,499 bus. of flaxseed, 5,520,627 pounds of timothy seed and other grass seed valued at \$123,593, as reported by O. P. Austin, chief of the bureau of statistics.

The receipts of clover seed at Toledo, for the week ending Sept. 19, were 3,434 bags; compared with 4,150 bags for the corresponding week of 1902. Receipts for this season have been 8,333 bags; compared with 9,986 bags for last season, as reported by J. F. Zahm & Co. Clover seed shipments from Toledo for the week ending Sept. 19 amounted to 370 bags; compared with 140 bags for the corresponding week of last year. Shipments for this season have been 3,708 bags; compared with 4,155 bags for last season.

Supply Trade

When a man's advertising shows that he is thoroughly interested in his business, his business is sure to become interesting to others.

Employees of the Allis-Chalmers Co., of Milwaukee, Wis., to the number of 1,000, recently enjoyed an excursion to Chicago at the expense of the company.

The Steel Storage & Elevator Construction Co., of Buffalo, N. Y., is taking advantage of the easing up of the steel market to accept a number of contracts for grain elevator tanks.

The Omaha Eltr. Co., Omaha, Neb., has just let the contract to the Hess Warming & Ventilating Co., for a No. 4 Hess Pneumatic Drier with a daily drying capacity of 10,000 bushels.

C. H. Adams, secretary and treasurer of the Marseilles Mfg. Co., Marseilles, Ill., is one of the incorporators of the Manufacturers Railroad to connect Ottawa, Marseilles and Streator, Ill.

The Hoffman Grain Door Co. has been incorporated at Battle Creek, Mich., with \$150,000 capital stock, to manufacture grain doors for cars. The stockholders are W. J. Foster, G. A. Douglass, Isaac Canniff, U. T. Cox, J. W. Bailey, G. P. Hoffman and C. J. Douglass.

H. Pittenger of Newark, N. J., has succeeded J. Montgomery Johnston, who died recently of typhoid fever, as secretary and treasurer of the Chicago Water Motor & Fan Co., Chicago, Ill., western agents of the Backus Gas Engine Co., with headquarters at 22 S. Canal St.

The B. S. Constant Co., of Bloomington, Ill., has enjoyed a gratifying increased sale on its grain handling specialties so far this year, especially on the patent chain conveyor and feeder. The company is now caught up with orders to such a degree that it is in better shape to fill orders for the fall trade promptly. The B. S. C. Chain is reported to be meet-

ing with the approval of all who have used it.

That excellent quarterly magazine, Power and Transmission, issued at Mishawaka, Ind., has been changed with its August number to a monthly. No one interested in power transmission or rope driving can afford to be without it at the modest subscription price of 25 cents a year.

The Great Western Mfg. Co., of Leavenworth, Kan., and Kansas City, Mo., has issued Catalog No. 45, illustrating and describing a complete line of machinery and supplies for grain elevators and mills. The list embraces thousands of articles and the price is quoted in each case. Seventeen different styles of steam and gasoline engines are described, as well as everything needed to build, equip or maintain a power plant. The usefulness of this 448-page volume is enhanced by tables of measurements, rules for calculating speeds and power. An index of 11 pages makes the book valuable as a work of reference. Copies will be mailed to subscribers of the Grain Dealers Journal on application.

Late sales of Boss Car Loaders by the Maroa Mfg. Co., of Maroa, Ill., include shipments to Stege Bros., Tinley Park, Ill.; B. F. Baker, Glenavon, Ill.; E. R. Ulrich & Sons, Chatham, Ill.; Allen & Anderson, Allerton, Ill.; Gottron Bros., Fremont, O.; W. M. Prillaman, Henning, Ill.; Decatur Elevator Co., Milmine, Ill.; M. J. Lee, Redmon, Ill.; E. R. Ulrich & Sons, Lake Fork, Ill.; E. R. Ulrich & Sons, Chatham, Ill.; Mattoon Elevator Co., Conlogue, Ill.; Beggs & Lewis, Arnold, Ill.; Bement Grain Co., Bement, Ill.; R. L. Metcalf Elevator Co., Lakota, N. D.; Greenleaf & Co., Woodson, Ill.; J. R. Dietrich, Bremen, Ind.; Adkins Bros., Prentice, Ill.; Greenleaf & Co., Murrayville, Ill.; B. H. Palmer, Ashland, O.; E. L. Barnes, Milton, Wis.; Tanberg-Siebers Co., Spring Valley, Wis.; National Elevator Co., McCowan, Ill.; National Elevator Co., Murdock, Ill.; J. M. Coucher & Co., Bennett's Switch, Ind.; E. L. Odenweller, Douglas, O.; Hoke Bros., Parsons, Kan.; E. J. Griffiths, Sidney, O.; Lewis & Co., New Berlin, Ill.; Rea-Patterson Milling Co., Nowata, I. T., and E. Lamont, Winfield, Kan.

The S. Howes Co., of Silver Creek, N. Y., manufacturers of the well known line of Eureka Grain Cleaners, state they are meeting with great success with their Eureka Wheat Washing and Drying System; that the results derived from this method of grain cleaning cannot be equaled in any other manner. By the use of this system the worst samples of smutty wheat can be put in prime condition, removing all traces of smut. A large number of these systems have been in operation for several years in some of the largest and most progressive mills in this country and they are continually receiving orders for them. Reports of recent sales of complete systems are The Tacoma Grain Company, Tacoma, Wash., washing and drying system of 400-bus. capacity per hour, and W. H. Stokes Milling Co., Watertown, S. D., a system of 150 bus. per hour capacity. In addition to complete wheat washing and drying systems many "Eureka" Dryers have been sold for drying nearly all classes of grain. During the past season several "Eureka" Dryers were purchased by large elevator firms for drying corn, producing the most satisfactory results, thus enabling the users to handle with safety corn in all conditions. On account of the late ma-

turity of the corn crop this season it is reasonably certain that a great deal of damp corn will be on the market, and elevator men and millers of corn are looking about for a means of handling the crop with safety.

Imports of rice into Japan have been very heavy this year.

Plans of Large Country Elevator.

The elevator shown in the accompanying drawings, is being erected at La Crosse, Ind., for Bailey, Bunnell & Co., and was designed as a model country transfer and local house. The building is 47 ft. 6 in. x 50 ft. 6 in., and 88 ft.

high, and has a capacity of 60,000 bus. The engine room is 12x22; boiler house, 19x25, and coal shed 12x36, with cob and dust rooms above.

The 15 bins are hopper bottomed, some of them running down to the ground floor and others stopping above the first story. The walls are cribbed, and rest on substantial stone foundations. Ample work room is provided and lost space is absent. Altho only 2 stands of elevators are being installed their handling capacity is all of 10,000 bus. per hour. The boot of one stand is near the sink receiving grain from cars and the other is beside the wagon dump.

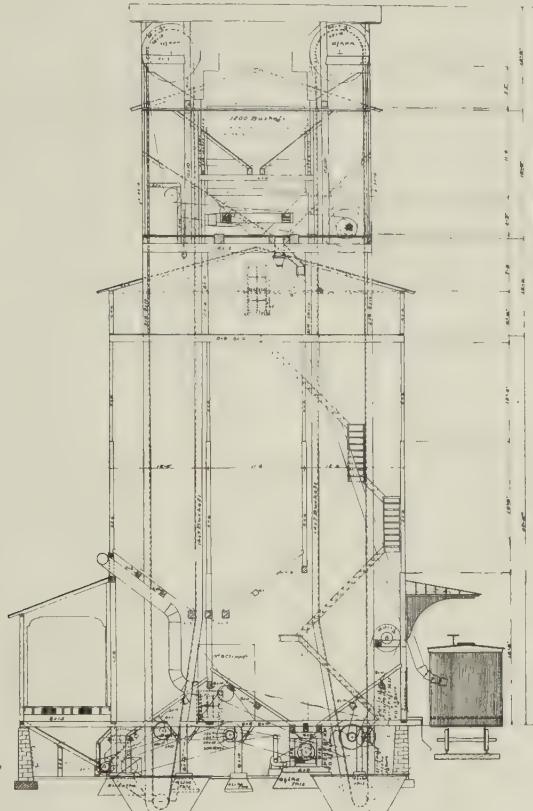
Provision is made for a purifier, which now seems to be almost a necessity in the up-to-date elevator. The details of the construction of the purifier have not been settled by the owners of the elevator, but it will be a tall tower, in connection with a sulphur burning furnace. A spiral conveyor in the cupola will transfer the grain to the purifier. After purification the grain will be conveyed into the elevator basement. Air will be drawn thru the lower conveyor box by an exhaust fan to cool the grain before it enters the elevator boot.

The main drives and the elevator drives, the latter being connected direct to the heads, are Manila rope. A sheller is placed in the basement, a clipper on the ground floor, and cleaner, hopper scale and garners in the cupola.

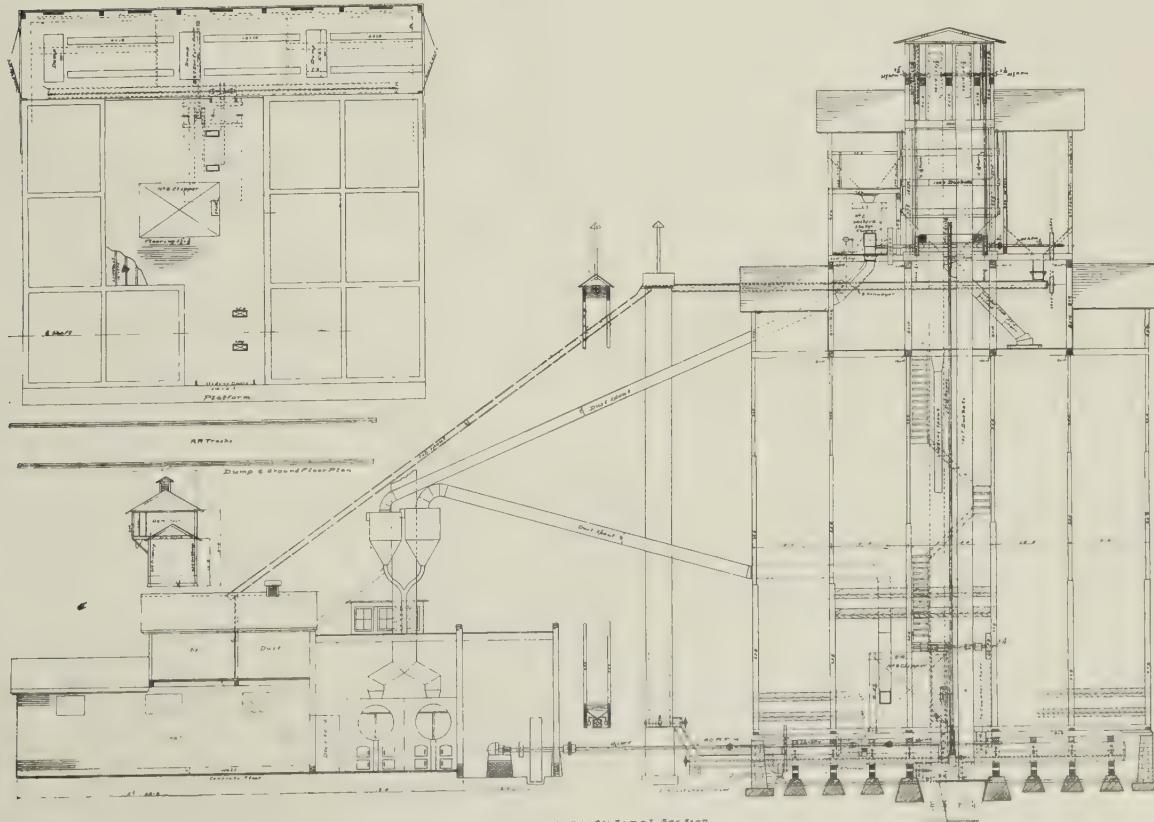
The plant is situated on the Panhandle road with switches to the C. & E. I. and Pere Marquette roads. It was designed by Henderson & Friedline, of Chicago, Ill.

The Philadelphia Delegation.

Pres. Charles Dunwoody of the Commercial Exchange has appointed the following official delegation: Chairman, S. C. Woolman, E. L. Rogers, Jno. O. Foering, J. L. King, H. C. Miller, W. P. Brazer and R. S. Dewees.—E. R. S.



Cross Section of Large Country Elevator.



Plan and Longitudinal Section of Large Country Elevator.

Annual Meeting of

Buffalo also after Next Meeting

The Grain Dealers of the Buffalo Chamber of Commerce held a special meeting in that city last Friday and appointed a committee consisting of the Executive Committee of the Assn., Curt M. Treat and J. D. Shanahan. The committee has been instructed to devise ways and means of securing the next meeting of the National Assn., for Buffalo.

Detroit wants Next Meeting.

The Detroit Board of Commerce is anxious to have the next annual meeting of the Grain Dealers National Assn. held in Detroit, Mich., and is working earnestly to secure votes.

Milwaukee wants Next Meeting.

The Milwaukee Chamber of Commerce is anxious to have the next meeting of the Grain Dealers National Assn. held in the Cream City and the Chamber of Commerce has appointed a committee consisting of B. G. Ellsworth, Wallace M. Bell, A. K. Taylor, C. R. Lull and Frank W. Teegarden to attend the Minneapolis convention, for the purpose of capturing the 1904 meeting.

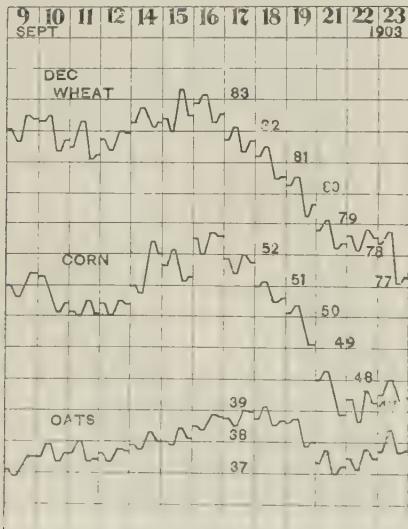
Chief Grain Inspectors will be There.

A recent letter from Pres. Jno. O. Foering of the Chief Grain Inspectors National Assn. informs us that the "responses so far received are of the most encouraging character and I think we will have a larger attendance than on any previous occasion."

All of the Chief Grain Inspectors are prepared to exhibit samples of grain and seeds. Toledo will have the best exhibit of clover seed, timothy and alsike ever made.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for 2 weeks prior to Sept. 24 are given on the chart herewith.



Against Federal Inspection.

Captain John O. Foering, of Philadelphia, President of the Chief Grain Inspectors National Association, predicts a large attendance and harmonious action at the Minneapolis meeting on the vital issue of uniform grain inspection under the control of the Chief Grain Inspectors and Grain Committees of the various exchanges.

In speaking of the general situation to our representative, he said, "The Chief Grain Inspectors of all the grain markets throughout the United States, have been requested to be present in Minneapolis to take part in the third annual meeting of their Association and in addition strong letters sent to the Presidents of every Board of Trade and Commercial Exchange in the country, as well as to warehouse commissions fully stating the objects of the meeting and urging that they send their chief grain inspectors fortified with instructions by resolution or otherwise on the two principal subjects that will be taken up by the Convention—the one condemning the taking over of the inspection and grading of grain by the National Government, and the other supporting the chief grain inspectors National Association in their endeavors to bring about the uniform phraseology of grades and classification of grain.

President Foering further stated "that the responses so far received from the bodies controlling the inspection are of the most encouraging character. They have awakened to the fact that the time has arrived for some definite action to be taken toward proving that the grain trade is thoroughly able to manage its own affairs, and regulate the grading of grain, by coming to some understanding among themselves as to the needs of the trade in general, and thus do justice to sellers and buyers without Federal interference.

"How this may be brought about can only be determined by conferences of delegates from the several controlling bodies, and adopting rules for classification, with the same phraseology, and thus remove certain of the perplexities that confront the inspectors in the discharge of their duties, and give a better understanding of the grades to the buyer and seller.

"To place the inspection of grain under the control of the National Government would be unwise and an unwarranted assumption of political power. It would result in disarranging all of the present methods of warehousing and shipping of grain. The National Government could only compel interstate grain to be inspected by the Government inspectors, and thus would cause each trade organization to grade the grain grown within the state, also necessitating the keeping of State and Interstate grain separate in the public elevators, requiring additional elevator facilities.

"When in Canada I had the pleasure of meeting some of the members of the British Boards of Trade who had been in attendance at the meeting held in Montreal, and in discussing the question of uniform grain inspections, I was greatly surprised to hear that they were finding considerable fault with the inspections at the Canadian ports, and all these inspections are under the official control of the Canadian Government."—A. R. S.

Fare and a third from New England.

The New England Passenger Assn. has granted a rate of a fare and one-third on the certificate plan on account of the convention of the Grain Dealers National Assn. at Minneapolis. Grain dealers in New England who desire information regarding rates and arrangements will do well to correspond with Geo. F. Reed, 202 Chamber of Commerce, Boston, Mass., who is forming a party to attend the convention.

Official Exchange Delegates.

The New York Produce Exchange has delegated its Inspector in Chief, G. H. K. White, to represent it at the annual convention of the National Assn. in Minneapolis.

Pres. J. J. Sullivan of the Cleveland Chamber of Commerce has appointed S. T. Williams to represent the Chamber of Commerce at the annual convention of the Grain Dealers National Assn.

W. Richeson, Chief Grain Inspector of New Orleans, has been appointed a delegate to represent the Maritime and Merchants Exchange of New Orleans.

Peoria Board of Trade Delegates.

The Peoria Board of Trade has appointed the following members as its representatives at the convention of the Grain Dealers National Assn. at Minneapolis: R. D. Clarke, D. D. Hall, C. C. Miles, Louis Mueller, R. W. Van Tassel, George C. Clark, J. W. Gift, I. W. Donmeyer, Erastus Roberts.

Mackintosh Wheat.



A new variety of wheat developed from Macaroni wheat by late rains in the Northwest.—With Apologies to the Minneapolis Journal.

National Association.

Will Go on the Grain Dealers Special.

Among those who will go to the Minneapolis convention of the Grain Dealers National Asso. on the Grain Dealers' Special train which will leave Chicago over the C. B. & Q. R. R. Oct. 5, 7 P. M., are the following:

H. S. Grimes and wife, Portsmouth, O.
C. B. Jenkins, Marion, O.
J. W. McCord, Columbus, O.
Ed. McCue, Arcanum, O.
John W. Snyder, Baltimore, Md.
Chas. England, Baltimore, Md.
Chas. McDonald, Jr., Baltimore, Md.
John B. Daish, Washington, D. C.
Geo. F. Reed, Boston.
E. L. Rogers, Philadelphia.
John O. Foering, Philadelphia.
Fred. Mayer, Toledo.
E. H. Culver, Toledo.
A. E. Reynolds, Crawfordsville, Ind.
Warren T. McCray, Kentland, Ind.
S. B. Sampson, Indianapolis, Ind.
C. A. McCotter and wife, Indianapolis.
J. W. Sale, Bluffton, Ind.
C. G. Egly, Berne, Ind.
J. L. Schalk, Anderson, Ind.
J. A. Mouch, Mooreland, Ind.
J. W. McCardle, New Richmond, Ind.
H. C. Clark, Lebanon, Ind.
D. P. Simison, Romney, Ind.
J. F. Simison, Romney, Ind.
T. W. Swift, Battle Creek, Mich.
M. G. Ewer, Battle Creek, Mich.
M. L. Merritt, Dwight, Ill.
W. J. Riley, Indianapolis, Ind.
B. A. Boyd, Indianapolis, Ind.
Bennet Taylor, Indianapolis, Ind.
H. S. Byrkit, Indianapolis, Ind.
W. B. Foresman, Foresman, Ind.
J. J. Thomson, Lizton, Ind.
M. L. Johnson, Evansville, Ind.
M. C. Neizer & Bro., Monroeville, Ind.
V. T. Reid, Salem, Ind.
E. S. Crouder and wife, Sullivan, Ind.
J. C. Hite, Peru, Ind.
Mr. Mercer, Peru, Ind.
Wm. Rogers, Baltimore, Md.
C. C. Magill, Baltimore, Md.
Jas. A. Clark, Baltimore, Md.
G. A. Hax, Baltimore, Md.
Geo. S. Jackson, Baltimore, Md.
Walter Kirwan, Baltimore, Md.
H. E. Halliday, Cairo, Ill.
J. P. Woolford, Galton, Ill.
A. B. Emmick, Toledo, O.
Mr. Cunningham, Tiffin, O.
F. O. Paddock, Toledo, O.
W. E. Tompkins, Toledo, O.
H. Cuddeback, Toledo, O.
Dudley M. Irwin, Buffalo, N. Y.
J. D. Shanahan, Chief Inspector, Buffalo, N. Y.
Geo. S. Bridge, Chicago, Ill.
Wm. J. Duffy, Chief Inspector, Phila.
M. E. Sheldon, Jackson, Mich.
Chas. E. Patterson, Battle Creek, Mich.
Geo. F. Reed, Boston, Mass.
G. H. K. White, Inspector in Chief, New York City.
H. L. Combs and wife, S. Whitley, Ind.
Wm. Griner, Chief Inspector, Indianapolis.
J. J. Snodgrass, Hillsburg, Ind.
S. T. Williams, Cleveland, O.
J. L. Morrison, Kentland, Ind.
J. E. Bidwill, Chicago.
Geo. Powell, Chicago.
J. F. Kendall, Chicago.
H. S. Williams, Chicago.
J. J. Leonard, Chicago.

Additional Chicago Delegates.

J. W. Radford.
W. R. Mumford.
H. R. Phillips.
T. D. Hanson.
W. P. Anderson.
E. W. Bailey.
J. J. Stream.
H. Rang, Jr.
Fred Martin.
Nat Leaderer.
J. H. Rawleigh and wife.
W. L. Bogart.
Harry Paynter.
T. E. Sweeney.
W. J. Juleson.
Geo. Marcy.
Sam Mangas.
H. J. McDonald and wife.
W. M. Hirsch.
C. W. Daugherty.
E. Parmenter.
Jas. Kidston.
Walter Fitch.
E. W. Bailey.
E. Glaser.
H. Truby and wife.
R. E. Pratt.
John Wayman.
Geo. S. Bridge.
John Beggs.
W. S. Gilbreath and wife.
P. H. Rice.
A. J. White.
H. L. Goemann.
W. O. Elmore.
C. B. Murray.
A. C. Curry.
M. E. Cooke.
Geo. Green.
Geo. Seavers.
B. F. Howard.
Sid Warner.
E. D. Baldwin.
Frank Maurer.

Committee on Grain Samples.

The committee on grain samples consisting of W. A. Freemire, Alex McGregor and J. S. Mathewson is arranging for space and tables for the exhibits of grain and seed samples of the Chief Grain Inspectors.

Toledo's Delegation.

The official delegates of the Toledo Produce Exchange are Chief Grain Inspector E. H. Culver and Frank Annin. Mr. Culver will exhibit a full line of winter wheat samples and Mr. Annin will exhibit clover and alsike grades of the Toledo market.

Toledo will also send Fred Mayer, C. Knox, W. R. Worts, James Hodge, John C. Keller and Harry Cuddeback.

A Grain Separator on Wheels.

Farmers in sections of the country where wheat buyers insist on testing every load and paying according to the test weight per bushel, have long since recognized the fact that the average threshing machine does not clean the grain. Some have installed fanning mills for removing sticks, straws and joints from their grain before marketing it, but it remained for a Californian to devise an economical plan for removing the dirt and cleaning grain thoroly in the field.

Herewith we illustrate H. P. Mohr's threshing machine, with the special Monitor Barley Cleaner attached. As soon as the barley is delivered from the threshing machine it is elevated to the hopper of the Monitor Cleaner and all foreign matter removed before the grain is sacked.

This traveling separator has been used for some time in the Amador Valley of Alameda County, California. The freight saved by removing dirt is said to have more than paid for the machine and its operation. This special Monitor Barley Cleaner is equipped with a bearding cylinder to do complete work.



Grain Cleaner on Wheels Following a Thresher in California.

Grain Trade News

CANADA.

Hickson, Ont.—D. R. Ross is building an eltr.

Crystal City, Man.—J. E. Parr is building a 45,000-bu. eltr.

Whitemouth, Man.—The Export Eltr. Co. has built a flat warehouse.

Hanley, Assa.—The North Star Eltr. Co. will build an eltr. this fall.

Emerson, Man.—The 4 eltrs. here are being equipped with dump scales.

Underhill, Man.—The eltr. for the Farmers' Eltr. Co. has been completed.

Indian Head, Assa.—The eltr. for B. F. & S. O. Holden has been nearly completed.

Read the suit of the Dominion Eltr. Co. against a farmer in "Suits-Decisions," this issue.

Shippers are anxious to learn what reduction, if any, the C. P. Ry. will make in grain rates.

Port Arthur, Ont.—Shipments of new wheat from the Canadian Northern Eltr. have begun.

Snow Flake, Man.—The 25,000-bu. warehouse eltr. for Stead & Herriott has been completed.

Winnipeg, Man.—Bert Thompson, of the Grain Exchange, has returned from a 3-weeks vacation.

Hartney, Man., Sept. 12.—Threshing delayed in this vicinity on account of wet weather.—Hartney.

Shoal Lake, Man.—The Western Trading Co. has bot the eltr. of Robert Scott and intends building a mill.

Monteith, Man.—H. Reinhardt has been engaged as mgr. of the eltr. for the Farmers' Eltr. Co. at Monteith Junction.

Selkirk, Man.—The eltr. for the Western Eltr. Co. has been completed. The Imperial Eltr. Co. is building an eltr.

Emerson, Man.—The Northern Eltr. Co. has completed a 30,000-bu. eltr. at Christies spur, 3 miles from Emerson.

Port Arthur, Ont.—The addition to the eltr. of the C. P. Ry. will be increased to double the capacity originally intended.

Winnipeg, Man.—Pres. Phillips, of the Grain Exchange, states that the option board will probably be started again this year.

Winkler, Man.—The improvements on the 2 eltrs. of the Northern Eltr. Co. have been completed. The combined capacity is 70,000 bus.

Winnipeg, Man.—J. G. Elliott, who has had many years' experience in the grain business, has accepted a position with Thompson, Sons & Co.

Montreal, Que.—The harbor board will urge the Montreal Grain Elevating Co. to remove its sunken grain eltr., which is a menace to navigation.

Belleville, Ont.—Robert Tannahill, formerly a grain dealer at Belleville, died recently. He was an alderman for 6 years and city treasurer for 17 years.

Winnipeg, Man.—Millers are complaining because the rate on flour was left the same while the rate on wheat was cut.

thereby giving foreign millers an unfair advantage.

Winnipeg, Man.—The C. N. Ry. has contracted with the C. P. Ry. for the drying of all its wet wheat and already a number of carloads have been treated at King's eltr. at Port Arthur.

Winnipeg, Man.—The MacLean-Manson Grain Co. has succeeded John MacLean & Co., Geo. Manson, formerly a grain merchant at Shoal Lake, having been admitted to partnership.

Emerson, Man., Sept. 7.—Threshing is in full swing. Wheat is yielding better than was expected, averaging about 20 bus. per acre; most of which will grade No. 1 northern or better.—Manitoba.

Fort William, Ont.—The new 750,000-bu. eltr. and mill for the Ogilvie Flour Mill Co. will be completed, if possible, during October. F. W. Thompson, vice-pres. of the company, intends making all arrangements before returning east.

Toronto, Ont.—Chief Grain Inspector Craig began Sept. 16 to collect samples to fix the grain standards for Ontario. The Board of Trade will petition the government to appoint official inspectors and weighers at all eltrs. in Ontario.

Montreal, Que.—Ernest Ennis, aged 15, and an employe of the Montreal Warehousing Co., was suffocated Sept. 19 in the grain warehouse. He fell into a grain bin and was carried by the rush of grain into the spout from which he was taken dead.

Ft. William, Ont.—Members of the Winnipeg Grain Exchange have presented Matthew Sellers, the retiring superintendent of the C. P. R. eltrs., with a leather traveling bag with silver fittings as a testimonial of the respect and esteem in which he has been held during his 20 year's service here.

The grain shipments from Fort William and Port Arthur from the opening of navigation to Aug. 31, were: Wheat, 18,937,573 bus.; oats, 1,151,556 bus.; barley, 151,769 bus.; compared with 16,208,362 bus. of wheat, 511,062 bus. of oats and 16,152 bus. of barley for the corresponding period of 1902.

Winnipeg, Man.—The grain inspected at Winnipeg from Sept. 1, 1902, to Sept. 1, 1903, as reported by C. N. Bell, secy. of the Grain Exchange, amounted to 51,833,000 bus. of wheat, 3,054,000 bus. of oats, 565,200 bus. barley, 655,000 bus. flaxseed and 10,000 bus. of speltz, making a grand total of 56,117,200 bus.

Toronto, Ont.—The Board of Trade will petition the government to establish an official weighing department by appointing E. Adamson, the present grain inspector, as government official weigher for Ontario, with deputy weighmen at the following eltr. points in Ontario: Point Edward, Owen Sound, Goderich, Meaford, Collingwood, Midland and Parry Sound.

A large space at the Wisconsin State Fair was given over to the exhibit of the Dominion of Canada, showing grains, seeds and grasses from Manitoba, Alberta, Assiniboia and Saskatchewan, with statements as to the yield per acre. Thos. O.

Currie is permanently stationed at Milwaukee as the representative of the Canadian government and liberal inducements are held out to prospective settlers in the Northwest Territories.—C. A. T.

Regina, Assa.—The crop now being harvested is one of the heaviest that has ever been grown in the territories as far as actual yield per acre is concerned, reports W. Elliott, commissioner of agriculture for the Northwest Territories, in his report issued Sept. 11. The crop area on Sept. 1 was 727,998 acres of wheat, 365,719 acres of oats, 42,445 acres of barley and 27,599 acres of flax. The yield is expected to be 16,735,000 bus. of wheat, 13,387,500 bus. of oats, 1,126,800 bus. of barley and 265,400 bus. of flax, in every instance an increase over the acreage and yield for 1902.

Winnipeg, Man.—As soon as Warehouse Commissioner C. C. Castle received the new schedule of eltr. charges he notified the C. P. Ry. and the C. N. Ry. that the Manitoba Grain Act did not permit them to make a charge for insurance, whereupon the roads withdrew the clause "and insurance against loss by fire," the schedule otherwise remaining the same. The roads propose to make the insurance a special contract, on the B/L, and included, tho not mentioned, in the increased charges of $\frac{1}{4}$ cent. The grain shippers are relieved of the necessity of carrying a line of unnecessary insurance on all the terminal eltrs., but consider the charge exorbitant.

Winnipeg, Man.—It is reported that some time ago some wheat was placed on the British market with a "Manitoba No. 3 Northern" certificate of inspection issued by some United States inspector at Philadelphia. Mr. Humphries may have got some of that; but surely he ought to know better than to buy alleged Manitoba grades of wheat on a certificate of inspection dated from Philadelphia. When it is so requested wheat with a certificate of Manitoba inspection, when it reaches the British market, is accompanied by documents from every railway, eltr. and vessel that has handled it, certifying that the wheat delivered is the identical wheat that was inspected here.—C. N. Bell, secy. Grain Exchange.

Point Edward, Ont.—The eltr. for the Point Edward Eltr. Co. was completed Sept. 15 by S. H. Tromanhauser. It consists of working house, power house and storage annex. The working house is 48x48 ft. and rests on 20 stone piers with the basement floored with cement at the water line. The equipment includes a marine leg of 12,000-bu. capacity, 2 sets of unloading shovels, 2 shipping legs to deliver grain to cars and 1 receiving leg to carry the grain from the marine leg. The 3 scales at the top of the building are of 72,000-pound capacity and the capacity of the bins is 75,000 bus. The annex is 166x126 ft., has 36 bins with a capacity of 450,000 bus. The eltr. will be leased to Lasier & Hooper, of Chicago.

Winnipeg, Man., Sept. 19.—The snow and rain a week ago was most unusual; some snow still on ground yesterday in Brandon. Not much damage to stooked and stacked grain but will reduce grain in stook a grade; the uncut grain will suffer most and will have to be cut one way. About $\frac{1}{8}$ in Manitoba and from $\frac{1}{4}$ to $\frac{1}{2}$ crop in territories yet to cut; about $\frac{1}{2}$ grain in Manitoba stacked, but practically no stacking done in territories. Frost did much damage, as grades will show in about a month. Threshing and

stacking going on again in Manitoba. We look for lots of nice weather yet. Not much grain sprouted as weather is too cool; about $\frac{1}{8}$ as much sprouted as in 1891, which was a fine milling crop; some exposure to rain improves grain for milling but reduces its grade and price. About 2,000,000 bu. of wheat now threshed in Manitoba.—Campbell, McLean & Co.

Winnipeg, Man.—At the request of the Grain Exchange the Board of Trade has unanimously adopted resolutions protesting that the $\frac{1}{4}$ cent per bu. is too high a rate to cover insurance only, as present insurance rates on Canadian Pacific railway terminal eltrs. average \$1.47 per \$100 per annum, equal to $13\frac{1}{2}$ bushels of wheat at 75 cents per bu., making a charge of 4 per cent per annum, as against cost of \$1.47, the present insurance rates. On the Canadian Northern terminal eltrs. on the same figures they charge 4 per cent as against cost of 1 per cent, consequently, showing a still greater difference. On coarse grains the cost to the railway companies will be about half that on wheat. The increased value of business in grain, together with the monopoly of the terminal eltr. business by the railway companies should permit of a lower rate than has existed heretofore; and any attempt to collect a higher toll for storage we consider an attempt at extortion.

Toronto, Ont.—The grain section of the Board of Trade has recently passed the following resolutions: Whereas, the sale of Ontario grain for export is being seriously interfered with and in fact rendered almost impossible on account of exporters being unable to forward to their customers in the United Kingdom and on the Continent standard samples representing the various grades of grain of this season's crop; and, whereas, the handling of it locally is also rendered extremely difficult, on account of the inability of country shippers to tell what grain they are buying from farmers. We do resolve, that, in the opinion of the grain section of the Toronto Board of Trade, the Department of Trade and Commerce should be severely censured for their neglect in not having yet arranged for the fixing of these standards, and further that the letter of the deputy minister to the secretary of the board, under date of Sept. 6, shows inexcusable ignorance of the requirements of the trade on his part.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,500.

The Mutual Benefit Assn. of the Board of Trade holds its annual meeting in the visitors' room Sept. 25.

Montague & Co., grain commission merchants, have increased their capital from \$25,000 to \$40,000.

C. A. Wear has returned from a trip of several months in Europe with his health greatly improved.

Philip Benz, barley dealer and an old member of the Board of Trade, had a stroke of apoplexy Sept. 20 and is in a serious condition.

The vote on the advance in commissions on hay was 452 for to 54 against. The new rate is \$7.50 per car of 10 tons and 75 cents per ton on larger cars.

Pres. Herbert McNamee and Secy. Thos. Skinner of the Weare Grain Co., have resigned, and A. P. Blakeslee has been elected to succeed Mr. McNamee.

Adolph J. Lichstern, formerly promi-

nently identified with the bucket-shop interest in Chicago, has formed a partnership with James L. Rynearson in the grain commission business.

Pres. Chandler has appointed the following committee to solicit subscriptions on the Board of Trade for the centennial celebration: Z. P. Brosseau, chairman, Geo. Seavers, Jr., Jos. Snydacker, S. H. Woodbury and A. H. Farnum.

The great improvement in the weather during the last half of September in the northwest and the absence of killing frosts in the corn belt proved too strong a combination for the bulls in the grain market. Some of the staunchest that discretion the better part of valor, and threw over their long lines, hoping for a more favorable opportunity to buy later. Even oats, the strongest cereal on the Board, had to yield a few cents.

The committee of the Board of Trade composed of R. D. Richardson, I. P. Rumsey, P. H. Eschenberg, J. W. Taylor, L. B. Wilson, F. D. Austin, H. F. Dousman, C. F. Schneider, H. A. Foss and W. H. Merritt, is making efforts to secure as large a representation as possible of the members at the convention of the Grain Dealers National Assn., at Minneapolis, Oct. 6-7-8. The Chicago delegation expects to go to Minneapolis over the Northwestern road on the evening of Oct. 5.

Excessive margin calls recently led to the Weare Grain Co. transferring its closed but unsettled trades to H. W. Rogers & Co. and giving its new trades to a few other firms, thereby protecting all customers. Mr. P. B. Wear says: "I am not worrying over the situation. We are not involved with the Board of Trade and our bank credit is not impaired. We have paid our debit balance at the clearing house and will continue to do so. We have been called on excessive margins, and in some instances a failure to meet these unjust calls has resulted in the trades being closed. We have enemies who would like to drive us out of business but they cannot do it. We are all right."

COLORADO

Berthoud, Colo.—J. K. Mullen has bot the eltr. and mill of the Berthoud Farmers' Mill & Eltr. Co. which went to pieces from its own weight some time ago. The mill will be refitted at a cost of about \$15,000 and operated.

ILLINOIS.

Ludlow, Ill.—W. J. Stone has succeeded H. C. Hall.—E. D. Risser.

Rapatee, Ill.—The report that W. F. Boyer had sold his eltr. is an error.

Mt. Zion, Ill.—A 30,000-bu. eltr. is being built for J. C. Boyce by J. H. Meyer.

Wyoming, Ill.—The eltr. of J. A. Klock & Co. was damaged by lightning Sept. 16.

DeLand, Ill.—H. G. Porter & Co. have improved their eltr., increasing the capacity.

Richland sta., Farmingdale P. O., Ill.—The eltr. of E. Beggs damaged Sept. 13 by fire.

Natrona, Ill.—The Farmers' Grain & Coal Co. will enlarge its eltr., at a cost not to exceed \$5,000.

Wilmington, Ill.—Wm. Godell has bot the eltr. of Odell & Felton and an interest in the coal business for \$3,200.

Harvel, Ill.—E. W. Bockewitz will replace his eltr. with one of 35,000-bu. capac-

ity. A farmers' eltr. company is organizing.

Douglass, Ill.—F. A. Miller has bot the eltr. of M. W. Thompson and succeeded him.

Cowden, Ill.—W. S. Roadman & Son have bot the grain, implement, coal and ice business of Victor M. Graham.

Hopedale, Ill.—B. T. Railsback, of B. T. Railsback & Son, and a grain dealer in Hopedale for 26 years, died at Eureka Sept. 13.

Prospect sta., Rantoul P. O., Ill.—The 50,000-bu. eltr. for Susdorf & Son has been completed and a car loader has been installed.

Monarch, Ill.—R. E. Rising has leased the eltr. of Carrington, Patten & Co. and will operate it in connection with his other eltr.

Mattoon, Ill., Sept. 11.—Lots of late corn here; fine prospect if frost lets us alone for 15 or 20 days. Pastures fine.—W. D. Jones.

Kempton, Ill.—The Kempton Farmers' Eltr. Co. has bot for \$5,000 the warehouse of Shearer & Rickards. No mgr. has been appointed.

Naples, Ill.—The Smith-Hippen Co., of Pekin, will build an eltr. The contract has been let for an eltr. to cost about \$10,000. Walter Hamey is agt.

Hartsburg, Ill.—The Hartsburg Grain & Eltr. Co. has bot for \$4,500 the eltr. of S. Mangus, who intends taking a trip to Montana and the Pacific Coast.

Bement, Ill.—C. T. Moore will remain with Ira C. Felger for a month or more to assist him in the eltr. which the latter has bot from Moore & Sprague, thru C. A. Burks.

Pana, Ill.—The Metzger Hill Co., incorporated, \$24,000 capital, to deal in hay, grain and farm produce. Incorporators, John V. Metzger, Geo. Ritscher and Geo. F. Barrett.

Teheran, Ill.—The farmers have organized an eltr. company and will build or buy an eltr. A capital of \$5,000 has been subscribed and Frank Bonham has been elected pres.

Mackinaw, Ill.—The 25,000-bu. eltr. for Jacob Steiner & Son has been completed. The building is 30x30x70 ft. and contains 8 tanks. An 8-h. p. gasoline engine has been installed.

Fairmount, Ill.—I appreciate the efforts of the Journal very much and am glad to note each issue is better than the preceding one. Could not do without it.—Chas. F. Crow.

Thawville, Ill.—Mr. West, of Loda, has bot the eltr. of Lamoreaux & Foreman and has taken possession. Mr. Lamoreaux will remove to Gilman and Mr. Foreman to Onarga.

Coffeen, Ill.—Walter H. Toberman, of Toberman Bros., was married Sept. 16 to Miss Estella Short, of Fillmore. After a trip to St. Louis the young couple will reside in Coffeen.

Pana, Ill.—The Cincinnati Commission Co., incorporated, \$25,000 capital, to deal in hay, grain and farm products. Incorporators, John V. Metzger, G. F. Barnett and Geo. Ritscher.

Monticello, Ill.—The following officers have been elected by the Monticello Grain Co.: C. J. Bear, pres.; N. P. Kelley, secy.; H. L. Timmons, treas. Work has been commenced upon the eltr.

Fairbanks sta., Williamsburg P. O., Ill.—C. E. Davis, of Davis & Davis, Arthur,

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Ill., has succeeded W. R. Winings and will build an eltr. next spring. F. M. Powell is out of the grain business.

Decatur, Ill.—Edwin R. Stevens, who represents the Marcus Bernheimer Milling & Mercantile Co. in this territory, dropped dead in St. Louis Sept. 17. A son, E. F. Stevens, is a partner in Stevens & Fears, of New Orleans.

Granite City, Ill.—The Granite City Mfg. Co., of which L. P. Best is pres., is erecting a glucose plant. The contract for 40 of the steel inside tanks and outside corn storage tanks has been let to the Wm. Graver Tank Works.

Hartsburg, Ill.—The Hartsburg Grain & Coal Co., incorporated, \$6,000 capital, to buy, sell and handle on commission grain, coal and lumber, hold and store grain and other products in cribs and granaries and shell and prepare grain for the market. The directors are, Henry Leesman, Henry Shirley, B. R. Behrends, and others.

Westbridge, Ill., Sept. 18.—Will have a good corn crop here if it only matures right. Am afraid that some of the late corn will never get ripe as this is the middle of Sept. and it is in the milk yet, but our early corn will be good unless we have a hard freeze. Last night was cold and had a frost but it did not seem to freeze much.—Collins & Smith.

Joliet, Ill.—A state canal official is credited with the following roorbach: A merger of all the eltr. interests along the Illinois and Michigan canal and the formation of a company to take exclusive charge of the grain trade of that part of the state traversed by the waterway will be consummated if the state canal commissioners will assure the promoters that the ancient waterway will be improved and maintained perpetually.

Springfield, Ill., Sept. 22.—Light to heavy frosts 17th and 18th, slightly damaging to vegetation; week closed warm and favorable; rainfall deficient in south, well distributed in central and north and heavy in places in north, where grain in shock and stack was damaged; corn practically unscathed by frost; slight injury only in lowlands; effects of frost beneficial, tending to hasten ripening; some corn cut.—Government Report.

Savanna, Ill.—The Griffith-Hall Grain Co., incorporated, \$25,000 capital, to do a general commission business, barley and oats a specialty. Incorporators, Frank A. Noth, C. E. Griffith and H. J. Hall. Clinton Bear, of Muscatine, Ia., is pres.; Frank Noth, of Davenport, formerly with the D. H. Stuhr Grain Co., vice-pres.; C. E. Griffith, of Davenport and formerly with the Bosch-Ryan Grain Co., secy.; H. J. Hall, of Davenport, Ia., formerly with the Stuhr Grain Co., treas. The company has bot the eltr. of the Bosch-Ryan Grain Co. at Savanna.

INDIANA.

Gaston, Ind.—Goodrich Bros. intend raising their eltr. on account of water collecting in the basement.

Frankfort, Ind.—Thos. Sims has bot for \$17,000 the eltrs. of Fatzinger & Bogan at Frankfort and Cyclone.

Blountsville, Ind.—Burglars blew open the safe of Millikan Bros. recently and secured \$661 in cash and notes.

Vincennes, Ind.—Bartlett, Kuhn & Co. have completed an eltr. J. & S. Emison are building a corn eltr. The Broadway Mills will enlarge its eltrs.

State Line, Ind., Sept. 8.—Crop conditions are fair. Corn is very late but with seasonable weather will make 40 bus. Our oats are nearly all marketed.—M. A. Current.

Milroy, Ind.—G. C. Bosley will be married shortly to a daughter of Chas. B. Riley, of Rushville. Mr. Bosley was formerly mgr. of the Gem Flouring Mills at Rushville.

Cambridge City, Ind.—John Hazelrigg, mgr. for the A. E. Grubbs Grain Co., has sold all the wheat in local eltrs., amounting to 40,000 bus., to 1 firm in Louisville, Ky. Mr. Hazelrigg says it is the largest sale he has ever made to one man.

Indianapolis, Ind., Sept. 22.—Clear and decidedly cold with frost in all sections Friday and Saturday; no damage to corn and prospects for this crop greatly improved, cutting in progress, but much yet green; fall seeding progressing, conditions favorable.—Government Report.

Cottagegrov, Ind.—The Reighard-Emrick Grain Co., of College Corner, O., are building a 12,000-bu. eltr. at Raymond, a station on the C. C. C. & St. L. Ry., 12 miles south of Cottagegrov. The house will cost about \$4,800 and will be ready for operation Oct. 1, the machinery to be furnished by Philip Smith.

Indianapolis, Ind.—On the evening of Sept. 22 a nine-pound boy was born to Mr. and Mrs. S. B. Sampson. All are doing well. The young man has been named Reynolds Sampson and will preside at the next annual meeting of the Indiana Grain Dealers Asso. Secretary Sampson and his popular wife have the congratulations and best wishes of a large circle of friends in the trade.

IOWA.

Arthur, Ia.—I think the Journal is all right.—E. A. Shaw, agt. Northern Grain Co.

Washta, Ia.—Kennedy & McGonagle have succeeded P. J. Kennedy & Son.—C. A. T.

Wellsburg, Ia.—The eltr. for J. Peters & Son has been completed and is now open.

Salix, Ia.—The Trans-Mississippi Grain Co. will install an improved Hall Distributor.

Creston, Ia.—Sam R. Parke has resigned his position as mgr. for the Weare Grain Co.

Cylinder, Ia.—J. A. Jones has succeeded Wm. Borman as agt. for the Reliance Eltr. Co.—C. A. T.

Hull, Ia.—C. I. Hodge has succeeded Henry Logan as agt. for the Reliance Eltr. Co.—C. A. T.

Salix, Ia.—E. E. Huntley, of Omaha, Neb., has bot the eltr. of the Kinsella Grain Co.—C. A. T.

Dickens, Ia.—T. E. Powell has succeeded S. J. Stokes as agt. for the Reliance Eltr. Co.—C. A. T.

Beloit, Ia.—J. A. Carpenter has succeeded A. Engbretson as agt. for the Reliance Eltr. Co.—C. A. T.

Morrison, Ia.—J. E. Stockdale, of Walcott, has purchased the eltr. and coal business of Geo. A. Tucker.

Delmar, Ia.—Jesse Carpenter, of Welson, has succeeded D. W. Hurst. O. E. Brown will assist him.—C. A. T.

Stuart, Ia.—Pearson & Hayton have sold out at Stuart but retain their eltrs. at Pierson and Athon.—C. A. T.

Kalona, Ia.—Wagner & Sons have sold their feed business but will continue to buy grain for shipment.—C. A. T.

Britt, Ia.—H. H. Pullen, formerly an independent buyer at Britt, is agt. for the Reliance Eltr. Co. this season.—C. A. T.

New Albin, Ia.—A farmers' company has bot the eltr. of Neilander & Co., and August Bisping has been placed in charge.

Mason City, Ia.—J. W. Kelley & Co., millers and grain shippers, have removed to Mason City from Huron, S. D.—C. A. T.

Oskaloosa, Ia.—L. N. Grill, of Elk Point, S. D., has purchased the eltr. of Neri Ogden, who has removed to Cedar Rapids.

St. Anthony, Ia.—W. H. Stipp, who has sold his eltr. at State Center, still operates the eltr. here. Peter Robinson has charge.—C. A. T.

Mondamin, Ia.—C. E. Brownlee has resigned his position as agt. for the Trans-Mississippi Grain Co. and removed to Omaha.

Preston, Ia.—E. M. Fowler, proprietor of the roller and feed mill and formerly of the firm of Lenker & Fowler, is buying grain for shipment.—C. A. T.

Palmer, Ia.—J. A. Gibson, formerly local manager of the eltr. at this station, is now in charge of the elevator of Chicago Grain & Elevator Co., at Pocahontas, Ia.

Davenport, Ia.—The Independent Malt-
ing Co. is building a system of steel eltrs. for the storage of barley and malt, similar to those of the Davenport Malt & Grain Co.

Creston, Ia.—G. E. Hawkins has taken charge of the business for the Weare Grain Co. He is now mgr. for the company at Creston, Red Oak and Shenandoah.

Boone, Ia.—The Western Cereal Co. has bot the oatmeal mill of the Rogers Cereal Co. T. P. Rogers will remain in charge. The company is also negotiating for Eli H. Doud's mill.

Sibley, Ia., Sept. 21.—Grain very light here and not half a crop. Oats test, on an average, 20 pounds and barley 33. The corn is very poor, not more than enough to feed this locality.—L. B. Spracher, agt. E. A. Brown.

Grand Junction, Ia., Sept. 14.—Crop conditions are not very encouraging. The early planted corn is mostly out of way of frost; some of the late planting will never make corn. Oats are light crop; late oats are extremely light in weight and yield.—H. M. N., E. D. Mineath & Co.

New Sharon, Ia.—Barbour & Younkin have finally settled with the Iowa Central, the railroad company agreeing to move the eltr. and put in a side track, for which the eltr. company has been contending for nearly a year. The engine and boiler rooms and the brick stack will be torn down, as a gasoline engine will be installed.

Battlecreek, Ia., Sept. 17.—Small grain largely in the shock, 50 per cent stacked. Oats light; little barley. Wheat consumed by local mills. Early corn safe from frost; the frost of this week has not injured the corn in this vicinity; late corn will require 3 weeks dry weather to mature. Without killing frost prospects are good.—W. H. Spotts.

Des Moines, Ia., Sept. 22.—First half of week cold, wet and cloudy and last half fine, ripening weather; reports indicate

the corn crop escaped serious damage by frost, even where temperature was lowest; corn harvester at work in most advanced fields and belated portion of crop now maturing rapidly; fall plowing well advanced; acreage more than usual.—Government Report.

Cedar Rapids, Ia.—Ward, Barnes, Wilder & Co., incorporated, \$25,000 capital, to deal in stocks, bonds, grain and provisions, with headquarters at Cedar Rapids but authority to transact business in Nebraska, Wisconsin, New York and Illinois. The officers are: Wm. E. Ward, of Omaha, pres.; S. W. Wilder, of Cedar Rapids, vice-pres.; G. E. Barnes, of Omaha, secy. and treas.

KANSAS.

Dana, Kan.—M. W. Chelf is building an eltr.

Hoxie, Kan.—E. T. Crum will install a grain cleaner.

Richland, Kan.—John Charlesworth will build an eltr.

Kackley, Kan.—Leonard Nelson will install a gasoline engine.

Conway, Kan.—F. P. Hawthorne will install new machinery and a gasoline engine.

Vesper, Kan.—The Farmers' Grain & Co-operative Assn., incorporated, \$8,000 capital.

Blue Rapids, Kan.—The Blue Rapids Eltr. & Milling Co., incorporated, \$25,000 capital.

Courtland, Kan.—Bossemeyer Bros. have installed a cyclone dust collector in their eltr.

Wellington, Kan.—Kramer Bros. have overhauled their eltr. and put it in better condition.

Jamestown, Kan.—Gifford Bros. have leased the eltr. of A. R. Montgomery and on Oct. 1 will take possession.

Verdi, Kan.—The eltr. of the Farmers' Eltr. Co. is full of wheat and the company is unable to get cars to load.

Courtland, Kan., Sept. 7.—Corn will make a good crop here; early corn is safe from frost; late corn needing rain.—C. N. Lane, agt.

Kansas City, Kan.—M. M. Mosier, a deputy grain inspector at Argentine, on Sept. 8 inspected 519 cars of wheat, breaking the record.

Windom, Kan.—Otto Blade is buying grain on track and paying more than the market will afford, making trouble for the regular dealers.

Effingham, Kan.—U. B. Sharpless, of Monrovia, and G. W. Hendrickson have organized the firm of Hendrickson & Sharpless and have bot the eltr. of C. E. Smith.

Conway, Kan.—The Conway Eltr. Co. has leased and is operating the eltr. of Noah Kuns. The new company is composed of Thos. Dick and Chas. Neighbors, of McPherson.

Atchison, Kan.—Frank G. Crowell, a member of the Hall-Baker Grain Co., of Kansas City, is mentioned for Republican candidate for the state senate from Atchison county next year.

Topeka, Kan.—The case against E. J. Smiley, secy. of the Kansas Grain Dealers Assn., under the anti-trust act, will be argued before the United States Supreme Court in January.

Topeka, Kan.—John W. Radford, chief grain inspector, has turned \$5,881 into

the state treasury, the fees from his department for the month of August. This is the largest month's business done since the department was started.

Mullinsville, Kan.—The Farmers Co-Operative Shipping Assn. has bot suit against the Rock Island road for \$1,224 damages for failure to furnish cars. The assn. had its eltr. full and 2,000 bus. piled on the ground, and had to go out of business.

Council Grove, Kan.—B. Quinby & Son have torn down their eltr. and will rebuild and refurnish, as the machinery on the lower floor and basement has been more or less out of working order since the flood. A 20-h. p. gasoline engine and mechanical dumps will be installed.

Kinsley, Kan.—All the eltrs. at Kinsley were closed Sept. 9 on account of being unable to get cars to ship the wheat out. About 55,000 bus. were stored and 50 wagonloads were dumped on the ground. During the month of Aug. 95 cars of wheat were shipped from Kinsley.

Lyndon, Kan.—Wm. Ruggs is not representing the Morrison Grain Co., doing a scoop-shovel business. I am interested with the Morrison Grain Co., of Kansas City, and loaded out two cars at Lyndon bot from Vassar. Wm. Ruggs is not representing anyone at Lyndon.—John Charlesworth, Richland.

Topeka, Kan., Sept. 22.—Haying, corn and forage cutting continue; late corn damaged somewhat by frost in northwest, elsewhere it is maturing, but ripening is delayed by cool weather; plowing continues, ground in good condition, except in west, where too dry; wheat sowing general.—Government Report.

Topeka, Kan.—The railroad commissioners are receiving complaints every day from grain shippers who are unable to get cars. The complaints are nearly all from branch lines and small stations having no railroad competition. At points west of Salina the grain dealers have filled their eltrs. and can buy no more until cars are furnished. The roads are giving most of their cars to dealers at competitive points.

KANSAS LETTER.

Anness, Kan.—Jas. Grier has succeeded Grier & Luce.

Downs, Kan.—Roy McMillan is operating the eltr. of W. O. Davis.

Osage City, Kan.—Adams & Walton have succeeded Asher Adams.

Logan, Kan.—C. F. Shurtz is a scoop shovel grain dealer at Logan.

Geneseo, Kan.—W. E. Seaman has succeeded his father, S. H. Seaman.

Burrton, Kan.—The Halstead Mill & Eltr. Co. has succeeded Chas. Gorwin.

Crawford, Kan.—S. H. Seaman has been succeeded by his son, F. H. Seaman.

Norcatur, Kan.—J. W. Sewell & Co., of Hastings, have succeeded the Foster Grain Co.

Idana, Kan.—F. L. Williamson & Co., of Clay Center, have bot the eltr. of Trudell & Fullington.

Wilson, Kan.—John Whitmer has succeeded Mr. Greenough as mgr. for the Wilson Milling Co.

Hutchinson, Kan.—The Kansas Grain Co. is operating the R. I. Eltr., having succeeded McDermed Bros.

Cedarvale, Kan.—T. M. Polson is building an eltr. and mill combined. J.

R. Marsh intends installing a 4-roller corn mill.

Canada, Kan.—C. B. Funk and John A. Klassen have bot the eltr. of Abram Burkholder and will take possession Oct. 1.

Wellsville, Kan.—The Star Grain & Lumber Co. has succeeded the Wellsville Grain & Lumber Co. J. M. Flint will remain in charge.

Greensburg, Kan.—E. M. Traylor, formerly a member of Bailey & Traylor, of Clafin, is engaged in the grain business at Greensburg.

Hutchinson, Kan.—Robert Bailey, who operates several eltrs. in the southern part of the state, has removed his headquarters from Raymond to Hutchinson.

Everest, Kan.—Edgar Johnson has succeeded Lamboly & Johnson at Everest and Pierce Junction. G. W. Jones has succeeded Geo. G. Baker at Everest.

Atchison, Kan.—The Baker-Crowell Grain Co. has succeeded the Greenleaf-Baker Grain Co. F. M. Baker is also a member of the Hall-Baker Grain Co., of Kansas City.

Concordia, Kan.—The plant of the Wakefield Mill & Eltr. Co. has changed hands, some of the shareholders having disposed of their interests. The Concordia house will be opened up soon.

The arbitration board of the Kansas Grain Dealers Assn. has lately decided a controversy between the Oswego Seed & Gr. Co. of Oswego and Small & Co. of Atchison, Kan., in favor of the Oswego Seed & Gr. Co.

At a local meeting held in Hays City Sept. 10 those present were: Baldridge & Son, Bunker Hill; Webber & Pierano, Wilson; J. H. Claussen, Wilson; Ross & Waldo, Ellis; I. M. Yost, Hays City; E. F. Madden, Hays City; M. P. Miller, Russell; W. H. Morrison, Russell; Wilson Mill Co., Wilson; M. Latshaw, Wilson; F. S. Diebold, WaKeeney.

Those in attendance at a meeting recently held at Hiawatha were: Denton Bros., Leavenworth; W. S. Washer, Atchison; G. W. Hendrickson, Effingham; J. H. Cavanaugh, Effingham; Edgar Johnson, Everest; Jas. I. Stansberger, Huron; U. B. Sharpless, Monrovia; R. W. Corneilson, Reserve; R. M. Stewart, Reserve; J. E. Duncan, Shannon; Samuelson & Nelson, Hiawatha; Berkley & Smith, Hamlin; R. B. Gibbs, Morrill; J. R. Glenn, Robinson, McCormick Bros., Germantown.

At a meeting recently held at Hutchinson those present were: Robt. Bailey, Hutchinson; Kansas Gr. Co., Hutchinson; A. Burkholder, Canada; A. Aitken, St. John; J. C. Elvin, Harper; Nurz & Mowrer, Lost Springs; C. N. Woodell, Nickerson; J. H. Tudor & Co., St. John; A. B. Crabb & Co., Arlington; J. B. Hupp, Pratt; Townsend & Lamon, Andale; S. H. Seaman, Geneseo; C. L. Wagner, Mount Hope; G. C. Robbins, Mount Hope; W. L. Curtis, Seward; J. P. Pattinson, Seward; J. H. Elward, Castleton; Jos. Bleger, Saxman.

New members recently taken into the Kansas Grain Dealers Assn. are: J. F. Schmidt, Lorraine; Poorman Milling Co., Anthony; L. C. Parrish, Simpson; W. M. Michner, Rossville; Union El. Co., McLouth; W. C. Smith, Portis; T. W. Wiltrout, Logan; Bandt & Blaur, Speed; Roy McMillan, Downs; Bandt Bros., Cedarville; Bandt & Rice, Marvin; Bandt & Kolbleish, Harlan; Bowman Bros., Logan; Thornton & Wilson, Green; G. W.

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Hendrickson, Effingham; T. W. Andrews, Rossville; Aaron Kippe Gr. & Ice Co., Ellsworth; Woodward & Burke, Alton; Bossemeyer Bros., Superior, Neb.; H. F. Burke, Scottsville; Carleton Gr. Co., Cawker City; R. B. Carris, Bradford; F. E. Michael, Scranton; F. H. Seaman, Crawford, August Kramer, Seneca; Abilene Mill Co., Abilene; Baldridge & Son, Bunker Hill.—A. M. D.

KENTUCKY

Louisville, Ky.—Callahan & Sons intend building a grain warehouse on land which they have purchased for \$16,500 and which adjoins their eltr.

Frankfort, Ky., Sept. 5.—A severe drought has prevailed thruout the state during the past month. Up to Sept. 1 very little ground had been broken to wheat on account of the hard, dry soil. Farmers are discouraged because of the failure of last yield of wheat and indications are that a comparatively small crop will be sown. The condition of corn on Sept. 1 was 80, compared with 78 on Aug. 1. The quality of wheat was 74 with 61 per cent of a full crop, compared with quality of 76 and 61 per cent of a full crop on Aug. 1. Oats were 72 per cent of a full crop, barley, 83, and rye, 68; compared with oats, 73 per cent, barley, 79, and rye 70 per cent on Aug. 1.—I. B. Nall, commissioner of agriculture.

MARYLAND

Baltimore, Md.—Edw. E. Reindollar, of Taneytown, Md., has been elected a member of the Chamber of Commerce.

Germantown, Md.—Bowman Bros., millers and grain buyers, have increased their storage capacity by the erection of a small eltr., supplemented by tanks.—C. A. T.

Baltimore, Md.—Thos. H. Botts & Co. received Sept. 16 a car of corn containing 115,280 pounds, or 2,058 bus., the largest carload by 50 pounds ever received at Baltimore.

Baltimore, Md.—The following delegates have been appointed by Pres. Gorman to represent the Chamber of Commerce at the Grain Dealers' National convention at Minneapolis: Chas. C. MacGill, Wm. Rodgers, Chas. England, Jas. A. Clark, Walter Kirwan, Geo. A. Hax and Geo. S. Jackson. John W. Snyder, a director-at-large of the National Assn., and Chas. McDonald, Jr., chief grain inspector of the Chamber of Commerce, will also be included in the party going from Baltimore.

MICHIGAN.

Lum, Mich.—Robert Pogue is building an eltr.

Ugly, Mich.—Geo. Sparling will build an eltr. this fall.

Stockbridge, Mich.—The eltr. for the C. E. Deputy Co. has been completed.

Wayland, Mich.—L. F. Wallbrecht will build an eltr. and feed and buckwheat mill.

Grand Rapids, Mich.—The Milwaukee Eltr. Co., of Chicago, incorporated, \$50,000 capital.

Jackson, Mich.—The Stockbridge Eltr. Co. is enlarging its office which has proved too small for the present business.

Galesburg, Mich.—I am more than pleased with the Grain Dealers Journal.

It is worth twice the subscription price.—A. K. Zinn.

Detroit, Mich.—The Hadden-Rodee Co., of Milwaukee, has established a branch grain commission office, and expects to join the Board of Trade.

Port Huron, Mich.—The new Grand Trunk Eltr. received its first cargo of grain Sept. 20 from Chicago in the steamer R. R. Rhodes.—C. A. T.

Alma, Mich.—Henry G. Delavan, a former grain dealer of Alma, died Sept. 5. Mr. Delavan went west to Alma in 1870 and built an eltr. as soon as the first railroad was built. He retired in 1891 and was succeeded by his sons C. L. & G. M. Delavan.

Lansing, Mich., Sept. 22.—Excessive rains damaged beans and potatoes and retarded field work; early corn being cut, but bulk of crop needs ten days good weather to fully mature; buckwheat harvest slow; all grain in stack sprouting and damaged.—Government Report.

Lansing, Mich., Sept. 10.—The average estimated yield of wheat per acre is 16 bus. The yield of oats is 31 bus., and the quality 85 per cent. Rye is yielding 15 bus. The condition of corn as compared with an average is 77. Many fields of beans have been damaged already by wet weather. The probable yield of the bean crop, as compared with an average, is 80.—Fred M. Warner, secy. of state.

Detroit, Mich.—The annual meeting of the Michigan Bean Jobbers Assn. was held recently at the hotel Normandie. Secy. Potter stated that the general situation of the bean crop is far from favorable, as the continued rains have done an immense amount of damage and it will take fully two or three weeks of good sunny weather to get any sort of a crop at all. I think that 2,000,000 bus. will be the maximum yield, which is far below Michigan's average. The same condition prevails in western New York and Wisconsin, but in California the conditions are more favorable. With a small crop in sight the jobbers believe prices will go up. It was decided to make an exhibit at the St. Louis world's fair, to show Michigan's leadership in bean growing. The new officers for the ensuing year are: Pres. F. G. Almindinger, Ann Arbor; first vice-pres., Smith Seaver, Highland Station; second vice-pres., Fred Welch, Fenton; third vice-pres., J. A. Heath, Lennox; sec., Burdick Potter, Fenton; treas., C. L. Randall, Oxford.

MINNEAPOLIS

All but 4 of the mills are closed by strike of the loaders and other laborers.

The Brooks Eltr. Co. intends securing an eltr. at one of the Lake Michigan ports.—C. A. T.

Members of the Chamber of Commerce voted Sept. 18 on raising the dues from \$50 to \$100, to meet running expenses.

Rollin E. Smith will engage in the grain brokerage business and has applied for membership on the Chicago Board of Trade.

The Canadian Manufacturers' Assn., at Toronto, Ont., Sept. 18, condemned any attempt to accomplish a reciprocity agreement with the United States.

The Electric and Concrete Eltrs. and the Daniels Linseed Oil Mills in southeastern Minneapolis were closed Sept. 11 because of the heavy rains and flooded condition of the grounds.

MINNESOTA.

Doran, Minn.—The Jenkins Eltr. Co. is building an eltr.

Cokato, Minn.—John Ojanpera is agt. for the Farmers' Eltr. Co.

Hector, Minn.—A. E. DeLong is the buyer for the Bailev Eltr. Co.

Delhi, Minn.—The eltr. for the Farmers' Eltr. Co. has been completed.

Slayton, Minn.—The eltr. of D. R. Wagner & Co. is closed this season.

Kenyon, Minn.—The Milwaukee Eltr. Co. has bot the eltr. of L. N. Loomis.

Rapidan, Minn.—The eltr. for the S. Y. Hyde Eltr. Co. has been completed.

Kanaranzi, Minn.—The eltr. for the Kanaranzi Eltr. Co. has been completed.

Windom, Minn.—J. L. Kroeger has taken charge of the eltr. for C. E. Gilliam.

Tyler, Minn.—Theo. Fuglede will have charge of the eltr. for Bingham Bros. this season.

Imogene, Minn.—W. Tiedemann has charge of the eltr. for the Nye-Schneider-Fowler Co.—C. A. T.

Meriden, Minn.—John Franz will manage the eltr. and buy grain for the Hastings Milling Co.

Lanesboro, Minn.—Tollefson & Pickett will buy on joint account with the S. Y. Hyde Eltr. Co.—C. A. T.

Rushford, Minn.—Peter Smaby has succeeded L. Knutson as mgr. for the Rushford Eltr. Co.—C. A. T.

Dexter, Minn.—W. H. Pierce is operating both eltrs. on joint account with the S. Y. Hyde Eltr. Co.—C. A. T.

Northcote, Minn.—Eltrs. are being built for the Amenia Eltr. Co. at Northcote and Atwater by A. J. Clark.

McIntosh, Minn.—W. J. Prendergast, of Dogden, N. D., has opened the eltr. for the Minneapolis & Northern Eltr. Co.

Foxhome, Minn.—Eltrs. have been completed for Standing Bros., at Foxhome, Everdell and French by A. J. Clark.

Echo, Minn.—L. P. Birdsall has opened the eltr. for the Columbia Eltr. Co. and will represent it this season.—C. A. T.

Doran, Minn.—The Duluth Eltr. Co. has bot the eltr. of Nels Enge.—Peder Nord, agt., St. Anthony & Dakota Eltr. Co.

Belview, Minn.—The Great Western Eltr. Co. has installed new dump scales. G. Hallberg is agt. instead of H. C. Enge.

Samples of Minnesota grain for the St. Louis world's fair are being received by C. S. Mitchell, supt. of the state's exhibit.

Northfield, Minn.—A car containing barley was demolished in a wreck at Northfield, Sept. 20, in the C. M. & S. P. Ry. yards.

Campbell, Minn.—The eltr. for the Jenkins Eltr. Co. has been completed and J. J. Nelson, formerly of Wolverton, will have charge.

Dawson, Minn., Sept. 12.—Too much rain has damaged the crops a great deal in Lacquiparle county this year. Very little threshing done yet.

Kensington, Minn.—August Osterburg has leased the eltr. of the Farmers' Eltr. Co. and a gasoline engine will be installed. Gus Johnson will buy.

Herman, Minn.—P. W. Barton has opened up the eltr. for the Peavey Eltr. Co. at Moose Island. A feed mill is connected with the eltr. and the house

will be open all the year round. The Interstate Eltr. is also open with E. H. Pushor in charge.

Cokato, Minn.—C. C. Erickson has succeeded G. P. Olson as mgr. of the Cokato Eltr. Co. and Fred Swanberg has succeeded Frank Swanson as secy.

Atwater, Minn.—The Amenia Eltr. Co., of Duluth, has bot the site of the eltr. of Dahl & Peterson which was burned last April and is building a 20,000-bu. eltr.

Brewster, Minn.—The St. John Grain Co. is building a flour and feed house and enlarging the coal sheds at the plant recently purchased from D. H. McKellar.

Willmar, Minn.—Willis P. Buckingham, formerly agt. for the Peavey Eltr. Co. at Park River, N. D., has been transferred to Willmar as mgr. of the mixing house.

Duluth, Minn.—W. W. Cargill Co. has secured the services of E. H. Watts, who is well known in the northwest, to look after the grading of their grain at Duluth.—C. A. T.

Mabel, Minn.—The farmers and business men have organized a grain and stock company and will build an eltr. a site having already been secured. S. C. Brace is secy.

The Milwaukee Eltr. Co., of Milwaukee, Wis., has secured sites for several eltrs. on the new extension of the C. M. & S. P. Ry. in Goodhue and Rice counties.—C. A. T.

Slayton, Minn., Sept. 18.—On account of recent rains the crops are badly damaged and the grade of all kinds of grain will be poor.—M. P. Kennedy, agt. Benson Grain Co.

Cannon Falls, Minn.—F. R. Anderson, who has bot grain at this station for many years, will have charge of the farmers' eltr. this season and will conduct the business along conservative and legitimate lines.—C. A. T.

Whalan, Minn.—A. L. Jones, who represented the Weare Commission Co. at La Crosse until their office was closed there, will buy here on joint account with the S. Y. Hyde Eltr. Co. Mr. Jones owns the warehouse at Whalan.—C. A. T.

Dawson, Minn.—The new eltr. which has been completed for the Dawson Produce Co. is one of the best in Dawson, all owing to the successful management of O. S. Burke, who became mgr. 3 years ago when the company had only a small warehouse.—F. W. W.

Duluth, Minn.—Four of the workmen engaged in repairing the concrete eltr. of the Peavey Eltr. Co. were killed and 1 injured Sept. 10 by the giving way of a scaffold on which the men were working. The men were relining a portion of the interior of the eltr. which burst some months ago.

Fountain, Minn.—C. E. Gillen, who was agt. for the Wykoff Grain Co., has bot the warehouse of the company and the warehouse of the S. Y. Hyde Eltr. Co. and will operate them on his own account. Mr. Gillen is a brother-in-law of C. M. Rowley, grain dealer, who has extensive interests in this section.—C. A. T.

Springfield, Minn.—Anderson Bros. have sold their stock of furniture and hardware but will continue the grain and lumber business. They are interested with J. B. Schmid in eltrs. at Springfield and several stations west of here on the Northwestern Ry. They are young men and have the reputation of being "pushers."—C. A. T.

Truman, Minn.—The Truman Farmers' Eltr. has begun legal action against the C. St. P. M. & O. Ry. to compel it to grant the company a site for the erection of an eltr. An agreement is said to have been made between the railroad and other eltrs. that no more eltrs. were to be allowed to locate. The eltr. company has let the contract to L. O. Hickok for the erection of a 20,000-bu. eltr.

St. Paul, Minn., Sept. 22.—Rainy and cloudy first half of week and clear latter part; freezing temperature north and west 16th, 17th and 18th, killing late flax and corn in north, but injury in south half slight or not serious; shock thrashing resumed 18th, but much hindered by damp grain and difficulty in moving machines, because of soft ground; considerable corn already cut or safe, but much cannot ripen.—Government Report.

Mankato, Minn.—R. D. Hubbard has bot the interest of Geo. M. Palmer in the grain and eltr. business of the Hubbard & Palmer Co. and in the Hubbard Milling Co., but has sold the interest in the grain and eltr. business to F. E. Crandall, of Mankato, and J. J. LaDue, formerly of Pipestone. Mr. Hubbard now becomes pres. of the Hubbard & Palmer Co., Mr. Crandall, secy., and Mr. LaDue, superintendent. Mr. Palmer will retire from active business life.

MISSOURI.

Greentop, Mo.—A. Tull will build an eltr. this season.

The Missouri state world's fair commission is offering \$1,000 in prizes for corn. H. J. Waters, of St. Louis, is supt.

St. Louis, Mo.—The Merchants Exchange has installed a machine which prints quotations in triplicate before they are put on the wire.

St. Louis, Mo.—About 400 creditors of blind pool Cleage have filed petitions in the circuit court, claiming amounts ranging from \$100 to \$17,000.

St. Louis, Mo.—John E. Geraghty, chairman of the weighing committee of the Merchants' Exchange, will be married Sept. 30 to Miss Marie Walsh.

St. Louis, Mo.—The directors of the Merchants Exchange have ruled that all grain received must be officially weighed, and has authorized the weighing committee to fix such charges as are advisable.

St. Louis, Mo.—The Carr Grain & Eltr. Co., incorporated, \$10,000 capital, to deal in all kinds of grain and do a general brokerage business. Incorporators, J. P. Carr, Carroll J. Halloway and Thos. B. Leonard.

Triplett, Mo., Sept. 16.—Wheat and oats about all shipped out. Corn badly damaged by the wet weather and being blown down; do not think there will be much over $\frac{1}{2}$ of a crop of good corn.—John Kiddle.

Kansas City, Mo.—The contracts for the machinery for the 1,500,000-bu. eltr. of the Missouri Pacific have been let. The Invincible Grain Cleaner Co. will install 4 No. 10 clippers and 4 No. 10 compound shake double receiving separators.

St. Louis, Mo.—Poor service given by the Terminal Assn. and the Wiggins Ferry Co. have led to members of the Merchants Exchange suggesting that the Interstate Commerce Commission be appealed to. Pres. Ballard is to call a meeting of members to consider the delay in the handling of cars.

St. Louis, Mo.—The G. H. Walker Brokerage Co., incorporated, \$150,000 capital, to do a general stock, bond and grain business. Incorporators, R. McKittrick Jones, Allen T. West, Wm. B. Dean, Jr., and Ludwig Kotany, all of St. Louis.

Kansas City, Mo.—An employe of the Christie Stock & Grain Exchange bucket-shop became enraged at a trader and seized a revolver and fired a shot at the fleeing man. The bullet lodged in a chair occupied by another habitue of the den.

St. Joseph, Mo.—Five boys were caught stealing 5 bus. of wheat from a Santa Fe car recently, fined \$1 and costs by the justice and were sent to jail after receiving a severe lecture from the justice who threatened to send them to jail for 2 months if they were ever in similar trouble again.

St. Louis, Mo.—The Merchants Exchange and the Traffic Bureau are endeavoring to enlist the state railroad commissioners in their campaign to remove the alleged discrimination against St. Louis and in favor of New Orleans on export grain rates from Missouri River points. A 3-cent reduction is desired. The facts will be presented to the commissioners at their meeting Oct. 12.

Kansas City, Mo.—Under the order of the railroad commission demurrage will not accrue until cars have been placed on the inspection tracks, as recently ordered. Samplers will no longer have to chase cars from one yard to another, losing days of time. The Kansas commissioners, on the other hand, have refused to order the roads to place cars on designated inspection tracks, as they did not feel warranted in making any order that would have a tendency of extending the free time for unloading or prevent the free use of cars by the roads. They claim the Kansas grain inspectors are able to reach and inspect every car of grain that arrives there within 24 hours after its arrival, and that if a "hold track" was established it would delay the rapid inspection and unloading of grain.

NEBRASKA.

Ogallala, Neb.—C. F. Iddings will build an eltr.

Paxton, Neb.—C. F. Iddings, of North Platte, will build an eltr.

Tekamah, Neb.—Henry Roberts will install an improved Hall Distributor.

Cozad, Neb.—J. H. Bovee has charge of the eltr. for the Omaha Eltr. Co.

Sutton, Neb.—The eltr. to be built by the Nebraska-Iowa Grain Co. will be covered with iron.

Brunswick, Neb., Sept. 17.—A good yield of all crops except wheat.—Agt. Anchor Grain Co.

Wyoming, Neb.—Martin Christensen has succeeded B. Herman as mgr. for the Bartling Grain Co.

Wood River, Neb.—The Wells-Hord Grain Co. has not completed the repairs on its eltr. property.

Lexington, Neb.—L. A. Whaley, of Cozad is mgr. and buyer for the Lexington Mill & Eltr. Co.

Carroll, Neb.—The Peavey Eltr. Co. has built an engine house and office and installed a new engine.

Grand Island, Neb.—An eltr. will be erected at the McDonald ranch, for storage and grinding. The York Foundry &

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Engine Works have the contract for the equipment.

Crab Orchard, Neb.—W. B. Jones, of Adams, has succeeded W. O. Todd as agt. for the Central Granaries Co.

Lincoln, Neb.—The main office of W. H. Ferguson has been removed to Lincoln from Hastings.—C. A. T.

Omaha, Neb.—N. Merriam has been invited to address the real estate exchange on developing a grain market at Omaha.

Belgrade, Neb.—Eltrs. are being built at Belgrade and St. Edward for the Westbrook-Gibbons Grain Co. by A. J. Clark.

Atlanta, Neb.—A. M. Vandell will install a 6-ton Howe Wagon Scale, furnished by the York Foundry & Engine Works.

Unadilla, Neb.—The Duff Grain Co. has remodeled its eltr., increasing the capacity 5,000 bus. and installing new machinery.

Syracuse, Neb.—The grain house of the Duff Grain Co. will be torn down and a house of larger capacity will be built to replace it.

Waterbury, Neb., Sept. 19.—Small grain very light. Corn a heavy crop; but slightly injured by frost.—Waterbury State Bank.

Utica, Neb.—An 8x14 ft. Howe Wagon scale, furnished by the York Foundry & Engine Works, is being installed by Geo. Hurlbert & Co.

Davenport, Neb.—The Farmers' Assn. has been organized and will enter the grain business.—Agt. Nye-Schneider-Fowler Co., Carlisle.

Omaha, Neb.—E. Stockham, assistant traveling superintendent for the Updike Grain Co., is seriously ill at the St. Joseph hospital in this city.

Arlington, Neb.—The engine room, cribs, granary and pit of R. E. Roberts were flooded recently and 1,500 bus. of corn and 1,000 of oats soaked.

Alvo, Neb.—G. W. Curyea & Son have been compelled to dig a ditch about 10 ft. deep and 150 yards long to drain the water from the lower part of their eltr.

Octavia, Neb.—The Updike Grain Co. is making extensive repairs on the elevator and installing new machinery furnished by the York Foundry & Engine Works.

Unadilla, Neb., Sept. 22.—The late frost has injured the corn but little and with good weather for 2 weeks we will have a good crop.—A. F. Brown, agt. Duff Grain Co.

Boone, Neb., Sept. 18.—Frost not near so heavy as was first thot. Corn is not all killed. Oats turning out better and heavier than in the shocks. Winter wheat about 15 bus. to the acre.—W. W. Baker, agt. Westbrook Grain Co.

NEBRASKA LETTER.

Schuyler, Neb.—The mill operated by the Wells-Abbott-Nieman Co. has been partially closed while undergoing repairs.

Mynard, Neb.—The Jones Grain Co., of Nebraska City, has bot the eltr. of C. Bengen. Mr. Bengen was bruised Sept. 12 by being thrown from his carriage in a collision with another team. He was picked up unconscious and taken to his home.

Crop conditions on Sept. 1, as gathered by the Nebraska Grain Dealers' Assn., were: Corn about 14 days later than last year, 83 per cent, compared with last

year, would be raised and 67 per cent will grade No. 3 or better. The yield per acre will be 3 per cent greater than a year ago. The frost has not held off until Sept. 20, as it did last year.

Omaha, Neb.—The agitation concerning seed wheat has resulted in the shipping in of wheat, by line house men, from Kansas City, and from eltrs. at Ludell, Atwood and Blakeman, Kan., operated by Cooper & Linn, of Humboldt. This wheat is of very fine quality, secured from seed imported from Russia and it is thot it will add greatly to the quality and quantity of the wheat grown in Nebraska next year.

Frost on Sept. 15th and 16th caused much damage, especially in the western part of the state. In some parts 25 per cent of the crop, which would have been harvested had the frost held off a week longer, will be lost, while in others the frost is considered to have done the corn good, as the late rains have kept it growing instead of letting it get hard and dry. The weather is warming up and will quickly mature the corn crop.

The congestion of the Kansas City and southern markets after the tie-up during the recent floods has caused many of the dealers along the Missouri Pacific to hunt for bids from Chicago buyers, being heavily handicapped when they come into competition with dealers who are able to send their stuff over other roads to eastern markets. Some have already sent their grain to Chicago but are hoping that the Missouri Pacific bids for the south, their shipping markets, will soon be raised enough to enable them to send their grain in the usual channels.—E. C.

NEW YORK.

Rushville, N. Y.—W. R. Fitch & Son have built a 3-story bean eltr.

Hamlin, N. Y.—Walter Pease has succeeded John Elliott in the grain and feed business.—C. A. T.

Ogdensburg, N. Y.—John Ramsey, grain merchant and miller, died Sept. 12, from Bright's disease.

Mahopac Falls, N. Y.—E. S. Agor & Co. will build a 50x60 ft. warehouse. Their present warehouse is 20x60 ft.

Buffalo, N. Y.—The Chamber of Commerce will appoint a committee to aid in the Canadian reciprocity movement.

Buffalo, N. Y.—O. A. Bruso, the well known representative of the Whitney-Eckstein Seed Co., will probably be a candidate for alderman.

Buffalo, N. Y.—At the recent meeting of the Buffalo Grain Dealers' Assn. the principal topic under discussion was the bringing of the annual convention of the Grain Dealers' National convention to Buffalo next year.

Mahopac Falls, N. Y., Sept. 18.—Corn crop is almost a failure; not over 35 per cent. Oat crop is excellent. Farmers now threshing. Rye good, with straw in brisk demand at \$16 a ton. Look for a large sale of mill feed to the farmers this coming winter; our sales on mill feed and malt sprouts are 30 per cent in excess of last year, at the same season.—Edw. S. Agor & Co.

BUFFALO LETTER.

Buffalo has a large membership in the Grain Dealers' National Assn. and will be represented at the annual meeting in Minneapolis.

The Niagara Milling & Elevator Co.,

which had trouble with the electric machinery in its new establishment at Black Rock, has made repairs and has it in operation again.

H. G. Anderson, head of the grain firm of H. G. Anderson & Co., is lately back from a six-weeks' visit to his old home in Scotland, bringing many pleasant remembrances of old scenes made new again, but glad to be back, especially as the weather was very rainy, so that the crops are fairly ruined there.

Oneida, N. Y.—The Oneida Mill & Grain Co., incorporated, \$50,000 capital. The directors for the first year are: John R. Hall, of Bellevue, Mich.; Wm. H. Small, of Evansville, Ind.; John L. Shultz, of Skaneateles; Geo. L. Scheifele and Robert J. Fish, of Oneida.

The car shortage is becoming decidedly distressing, though the grain and flour trade here does not feel it as much as some other branches of business do. The plan of milling or clipping car grain and holding the car for shipping the same out again is more in favor of prompt business in those lines than in any other.

Canadian reciprocity is the problem now before the grain dealers and millers, but it is apparently making no progress. The barley dealers and malsters are especially anxious for it and claim that Canadian barley on the free list would not hurt our barley, as it is of different quality and home barley must be used all the same.

The amount of feed from the west that comes here for eastern distribution is much larger than the condition of the pastures would seem to warrant. Considerable over a million packages to date are reported by lake, which is about half more than for the same time last season. At the same time the local dealers depend almost entirely on rail receipts for their sales.

The new Urban mill is running in a moderate way and the Washburn-Crosby mill is promised for the middle of November. Together they will add anywhere from 6,000 to 9,000 barrels capacity a day. Both have large storage eltrs. to build yet. The Washburn-Crosby will be of tile, which is new to this section, and the Urban Mill will build of the same if the appearance of the other is satisfactory.

Very little is heard these days of option trading on 'Change and the movement may be said to be laid aside, at least for the present. This market is too full of actual-delivery business to take very kindly to futures anyhow. The amount of delivery transactions made here is very much larger than it used to be and is growing steadily, especially since the eastern market is coming to depend on both Buffalo inspection and Buffalo weights, both of which are not only official, but very gilt edge in all respects.—J. C.

NORTH AND SOUTH DAKOTA

Tioga, N. D.—A. Erne, of Harvey, is building an eltr.

Lawton, N. D.—John Aird, of Brocket, is building an eltr.

Bottineau, N. D.—Leyhart & Haver are building a 14,000-bu. eltr.

Lewis, N. D.—Bert Phipps, of McHenry, is building a 22,000-bu. eltr.

Wimbledon, N. D.—J. M. Larson is agt. for the Woodworth Eltr. Co.—C. A. T.

Wessington Springs, S. D.—Crops are quite good here this season.—Tom Pendergast.

Wessington Springs, S. D.—Thos. Lane is building a 20,000-bu. cribbed eltr. A gasoline engine will be installed. Tom Pendergast, formerly of Kenyon, Minn., will buy grain.

Conway, N. D.—The eltr. for the Minneapolis & Northern Eltr. Co. has been completed.

Canova, S. D.—O. E. Countryman is agt. for the Interstate Eltr. Co., of Winona.—C. A. T.

Fairview, S. D.—A. D. Weir has succeeded W. E. Butts as agt. for the Reliance Eltr. Co.—C. A. T.

Dolton, S. D.—J. J. Graber has succeeded A. C. Crowley as agt. for the Reliance Eltr. Co.—C. A. T.

Hurley, S. D.—Edw. Miller has been engaged as mgr. for the Farmers' Co-operative Eltr. Co.—C. A. T.

Ripon Sta., Absaraka P. O., N. D.—An eltr. for the Amenia Eltr. Co. is being built by A. J. Clark.

Madison, S. D.—The new eltr. for Albert Wedgwood will be equipped with 2 improved Hall Distributors.

Beresford, S. D.—J. W. Reedy & Co. have secured sites at Alcester and Mission Hill and will build eltrs.

Drayton, N. D.—C. T. Culver, of White, S. D., will buy grain for the Minneapolis & Northern Eltr. Co.

Many of the line eltrs. in North Dakota are now said to be owned by former employees of the companies.

Burlington, N. D.—J. W. Mills and L. F. Foot have commenced doing a scoop shovel business. Mr. Block is a track buyer.

Parkston, S. D.—Zehnpfennig, Betts & Co. will soon have their eltr. in operation. Chas. Zehnpfennig will have charge.—C. A. T.

Mitchell, S. D.—F. L. Moyer & Co. have succeeded the Truax & Betts Eltr. Co. P. D. Janes remains in charge of the eltr.—C. A. T.

Leal, N. D.—R. H. Arthur, formerly at Watertown, S. D., has charge of the eltr. for the Osborne-McMillan Eltr. Co. for this season.

Chancellor, S. D.—Wm. Borman, formerly of Cylinder, Ia., has succeeded O. C. Bradshaw as agt. for the Reliance Eltr. Co.—C. A. T.

Huron, S. D.—John Blair was nearly suffocated in a wheat bin recently. He was helping to unload and fell into the bin, but was discovered before covered.

Redfield, S. D.—E. E. Webb, formerly mgr. of the Farmers' Eltr. & Mercantile Co., of West Concord, Minn., will represent the Crown Eltr. Co. at Redfield.—C. A. T.

Sturgis, S. D.—F. P. Van Wickle is adding a large storage bin to his elevator at this place and installing new machinery furnished by the York Foundry & Engine Works.

Bowbells, N. D., Sept. 5.—Heavy frost this morning. Some late flax not cut. Some oats and barley threshed; oats 40 to 80 bus., barley 20 to 50 bus. per acre.—R. Knowlton.

Sioux Falls, S. D.—The Co-operative Coal & Wood Co., which operates on the I. C. Ry., is doubling the capacity of the

eltr. and has bot the Queen City Mill at West Sioux Falls.

Burlington, N. D., Sept. 10.—A wet fall is predicted here. If grain could be threshed it would grade well; flax would all go No. 1. The best wheat I have seen here went at 29.—H. C. Ward, agt. Osborne-McMillan Eltr. Co.

White Lake, S. D.—Geo. L. Chesley, who is interested in eltrs. at Geddes and Platte, has bot the eltr. of John H. Schroeder. C. L. Closson will remain in charge.—C. A. T.

Flandreau, S. D.—W. W. Fletcher, of Pipestone, Minn., will operate the farmers' eltr., which has changed hands so many times. So many farmers have commenced to ship their own grain that the market is difficult to handle.—C. A. T.

Lisbon, N. D.—Sorenson & Son, of Sheldon, who recently purchased a mill here, will build a 30,000-bu. eltr. and remodel the mill. A 70-h. p. corliss engine will be installed to run the eltr., mill and an electric light plant which will be installed.

Lennox, S. D.—G. B. Gayken, a liquor dealer, has entered the market as an "independent" buyer. Advices do not indicate whether he has any facilities except a scoop shovel but the regular dealers are not disposed to welcome him to their ranks.—C. A. T.

Miller, S. D., Sept. 19.—Frost killed all late corn but most of corn was out of the way of frost. Wheat threshing has been delayed for a week on account of rain; every machine will be going Monday, the 21st. We have a good berry but a great deal of smut.—Miller Bros.

Willow City, N. D., Sept. 18.—We have a good crop but have had miserable weather to save it so far. We had about 3 or 4 inches of snow on the 12th which delayed threshing 10 days or more. Weather has cleared off fine now and if it continues threshing will start next week.—J. E. Stewart.

Bismarck, N. D., Sept. 22.—Rain and snow fore part of week stopped threshing, which was not resumed until the latter part, and then with damp grain; freeze during middle of week injured considerable flax and corn; much grain in shock and stack damaged by wet weather and some sprouting.—Government Report.

NEW ENGLAND.

Gardner, Mass.—Howe & Heselton have succeeded Howe Bros.—C. A. T.

Sterling, Mass.—The Mitchell-Sawyer Co. will build a small storehouse and eltr.

Oldtown, Me.—B. F. Parrott & Co. have engaged in the grain and feed business.

Needham, Mass.—Howard A. Crossman is building a 25x25 ft. addition to his eltr.

Malden, Mass.—W. H. Cunningham is building a 100x50 ft. addition to his grain and hay warehouse which will have a capacity of 100 carloads.

Bangor, Me., Sept. 18.—The oat and potato crop in Maine are large and a fine quality. Corn late; small yield. Nice second crop of clover.—Whitney & Cameron.

Boston, Mass.—The word "new" is to be dropped after Sept. 15 from all certificates of inspection issued by the grain inspection department of the Chamber of Commerce.

NORTHWEST.

Belgrade, Mont.—The Gallatin Valley Milling Co., incorporated, \$75,000 capital, to buy, sell and mill grain, do a general mercantile business and deal in real estate. Incorporators, O. W. Fisher, O. D. Fisher, and others.

OHIO.

Frankfort, O.—M. N. Coyner has succeeded H. C. Miller.

Washington, C. H., O.—Jas. M. McCoy has succeeded S. W. Cissna & Son.

Fostoria, O.—The grain warehouse of Franke Bros. burned recently.—C. A. T.

Piqua, O.—The Piqua Malting Co. is erecting a pneumatic malting plant.—C. A. T.

Greenwich, O.—The Union Eltr. Co. has just completed a 30-car hay warehouse.

Briceton, O.—John Wickenhiser's new eltr. has been completed and is now in operation.

Kalida, O.—L. E. Mullen is building a \$7,000-eltr. Frederick Grismon is said to be interested.

Greenville, O.—The E. A. Grubbs Grain Co. has bot the good will and furniture of the Greenville Grain Co.

Greenville, O., Sept. 22.—Corn crop here bids fair for a large yield and of good quality.—Morgan Johnson.

Cleveland, O.—H. M. Strauss & Co. has succeeded Strauss & Joseph, Mr. Joseph having retired from the firm.

Cincinnati, O.—Early & Daniels have been awarded a \$115,000 contract by the United States government for hay and grain.—C. A. T.

Melvin, O.—Shrack & Johnson are remodeling their eltr. and increasing the capacity to 4,000 bus. New machinery will also be installed.

Cleveland, O.—The Union Eltr. Co. has installed a 100-ton track scale. It has just completed a 30-car hay warehouse in connection with its eltr.

New Paris, O.—Clayton Richards, of New Madison, has bot for \$5,000 the eltr. of Geo. W. Richards, possession to be given during November.

Jackson Center, O.—G. E. Allinger & Son are building a 20,000-bu. ear corn crib and a 10,000-bu. oat bin, which will give a capacity for 50,000 bus. of grain.

Donnelsville, O.—Oliver Sullivan, of the Sullivan Grain Co., New Carlisle, is building a 25,000-bu. eltr. at Donnelsville, on the P. & E. division of the Big 4 Ry.

Cleveland, O.—P. L. A. Leighley has been appointed receiver for the United Cereal Co. on the application of the pres., P. B. Williams, who is also the general mgr.

Toledo, O.—The Toledo Ry. & Terminal Co. is about to begin the practice of issuing warehouse receipts for hay stored on its line, to be negotiable at the banks.

Cleveland, O.—J. F. Kemper has discontinued the brokerage business and accepted the secretaryship of the Sheets Bros. Eltr. Co. He will have charge of the receiving department.

Toledo, O.—A favorite ditty now sung by the Seed Option Chorus on the floor of the Produce Exchange is entitled "How Wud You Like to be Talked to Death?" The air is very fetching.

New Bremen, O.—The Lock Two Grain & Milling Co., incorporated at Lock Two,

\$40,000 capital. Incorporators, Chas., Ben and F. Garmhausen, Henry Roettiger and Geo. Theising. An eltr. will be built at once.

Toledo, O.—F. W. Lipe, of Jackson, Mich., will move to Toledo and build a hay warehouse 400x46 ft. on the Toledo Ry. & Terminal. He will sell his hay warehouse on the Michigan Central at Jackson.

Jackson Center, O., Sept. 22.—The farmers are nearly done cutting corn, which is of excellent quality and a very fair average crop. The ground is in fine condition for wheat seeding.—G. E. Allinger & Son.

Cleveland, O.—Babcock & Kennedy have been buying and receiving since the middle of July. The firm is composed of T. W. Babcock, formerly of Marengo, O., and Ithaca, Mich., and Kirk Kennedy, formerly of Columbus.

Columbus, O., Sept. 22.—Much early corn cut in middle and south and some in north, but much late corn will require ten days to ripen; considerable wheat sown in north, seeding delayed by drought in south.—Government Report.

Lakeview, O.—The eltr. of Jos. Timmons burned Sept. 6 with a large amount of grain and a house adjoining belonging to Mr. Timmons and occupied by the agt., Mr. Robbins. Loss about \$10,000, covered by insurance. The plant will be rebuilt.

Cleveland, O.—The inspection rules of the Chamber of Commerce have been changed by the grain committee to read as follows: No. 2 white clippings oats shall be reasonably sound, well cleaned and reasonably free from other grain, but may be stained, weighing not less than 34 pounds to the measured bus.

Washington C. H., O.—The eltr. of the Midland Grain Co. is being overhauled and the capacity is being increased. All the bins are being replaced by new bins, as are also the stands. The house is being braced with heavy timbers and a roof is being built over the driveway in the rear of the office under which bins with a capacity of 20,000 bus. will be built.

Toledo, O.—The East Side Iron Eltr. Co. is duplicating its power plant, and building a new brick and steel smokestack and brick engine and boiler room, in which will be installed a 125-h. p. Lansing Compound Engine and 200-h. p. water tube boiler. The company is also installing an additional steel eltr. leg, and a 32-in. rubber conveyor belt in the gallery.

Toledo, O.—F. M. Greenough & Co. are building hay transfer warehouses to hold 220 cars of hay and to be completed Oct. 10. This will greatly improve the firm's facilities for handling hay to the eastern trade from its Michigan warehouses, which have a capacity of 700 tons. The office at Vassar, Mich., will be continued, in connection with the new Toledo office in the Spitzer bldg.

Secy. J. W. McCord of the Ohio Grain Dealers Assn. informs us that the regular fall meeting of the assn. will be held at Columbus some time during the week which ends Oct. 24. The exact day is not yet determined, but it will soon be decided upon. The meeting will be strictly business and of great importance to every dealer of the state. He also informs us that a good attendance from Ohio at the National meeting is assured.

OKLAHOMA

Muskogee, I. T.—L. H. Powell, of El Dorado, Kan., has opened in the grain business at Muskogee.

Cashion, Okla.—Dick H. Hogan will have charge of the new eltr. for the Choctaw Mill & Eltr. Co. Mr. Hogan was formerly agt. at Cereal.

Autwine, Okla.—The Autwine Eltr. Co., incorporated, \$5,000 capital. Incorporators, W. A. Sherer, H. E. Christenson, Frank A. Smith, B. A. Dudwall and others.

Walter, Okla.—The Walter Mill & Eltr. Co., incorporated, \$20,000 capital. Incorporators, D. W. Boyer, G. W. Graham, H. B. Holt, B. S. Coleman and A. K. Ross.

El Reno, Okla.—The Orient Grain Co., incorporated, \$25,000 capital. Incorporators, H. L. Chowning, El Reno; J. A. Woodside, Oklahoma City; John W. Voorhees, Homestead.

Enid, Okla.—Dealers of Oklahoma and Texas met at Enid Sept. 11, to consider a basis by which they could bid for grain f. o. b. at different points, under the new rate of 32 cents from territory points.

Guthrie, Okla.—J. C. Robb will remove from Kingfisher to Guthrie and build a \$40,000-eltr. and warehouse. Mr. Robb is a director in the Southwestern Trust Co. which with \$1,000,000 capital will begin business here.

PACIFIC COAST.

Krupp, Wash.—The Everett Flour Mill Co. has completed its eltr.

Moro, Ore.—Morre Bros. have bot the W. E. Getz plant.—C. A. T.

Umatilla, Ore.—H. T. Duncan & Co. are building a grain warehouse.

Pocatello, Idaho.—The Idaho Commission Co. has been dissolved.—C. A. T.

Garfield, Wash.—B. Rowell has succeeded E. C. Lloyd in the grain business.—C. A. T.

Davenport, Wash.—The new eltr. for the Seattle Grain Co. will soon be in operation.—C. A. T.

San Francisco, Cal.—A part of the freight house of the S. P. Ry. burned Sept. 12 with about 20 freight cars.

Portland, Ore.—The Overbeck, Starr & Cooke Co. has succeeded Bolton, de Ruyter & Co. in the grain and stock business.

Wenatchee, Wash.—The office of the Orondo Shipping Co. was burglarized recently but only \$75 in cash was secured.

Connell, Wash.—G. J. Campbell has succeeded C. A. Joyce as mgr. for the warehouse of the Puget Sound Warehouse Co.

San Francisco, Cal.—The receivers of Eppinger & Co. have been authorized by the court to sell the wheat in the warehouses.

Pullman, Wash.—Work has been practically finished on the 2 warehouses built here by the Puget Sound Warehouse Co., of Tacoma.—C. A. T.

Tekoa, Wash.—Two of the workmen on the crib addition for the Centennial Mill Co. were killed by a fall recently and 2 more were seriously injured.

San Quentin, Cal.—More grain bags than ever before are now being turned out at the jute mill of the state penitentiary. The output is 18,500 bags per day.

Sacramento, Cal.—The directors of the California Grain Growers Assn. will endeavor to induce farmers to market their grain in bulk. Bags now cost the farmers \$1,500,000 a year, it is claimed.

Tacoma, Wash.—As the weight of the new club wheat being received is running from 59 to 63 pounds the state grain commissioners report that they have been unable to get samples for the No. 1 established grade to weigh 58 pounds.

Portland, Ore.—All the steam room out of Portland for the next two months is said to have been chartered, and exporters looking for further vessel room will be compelled to rely on Puget Sound ports. The movement from the interior continues moderate.—C. A. T.

Utah grain dealers and millers are becoming convinced that storage eltrs. are necessary. One dealer is now shipping back to Utah wheat that last spring was shipped to Colorado. The cost of transportation back and forth and the expense of rehandling is a dead loss.

Mt. Vernon, Wash.—The right of way has been secured for 72 miles of electric line to be built through the farming sections of Whatcom and Skagit counties and will afford a convenient outlet for many localities at some distance from the steam roads. The towns of Fairhaven, Whatcom, Geneva and Deming are along the route surveyed.—C. A. T.

Spokane, Wash.—The Falls City Mill & Feed Co. has been organized by C. D. Francis and H. P. Glass, with \$25,000 capital. The firm is erecting a 50x130 ft. warehouse on the N. P. Ry. and will install about \$5,000 worth of machinery to manufacture corn meal, rolled and chopped barley and breakfast foods and will handle grain, hay and cereals.

Ogden, Utah.—The \$500 loving cup offered for the best exhibit of brewing barley at the eleventh National Irrigation Congress held recently at Ogden, was awarded to the Manhattan Malting Co., of Manhattan, Mont., in competition with barley exhibited from various points in Montana, and fully 60 varieties from Idaho, Washington, California and Colorado. The Manhattan Malting Co. exhibited 3 kinds of barley of this year's crop, both threshed and in the sheaf, and also exhibited malt from the same, being the 6-rowed imported from Minnesota and Wisconsin last spring; Chevalier and the Manhattan Co.'s own German Saale barley. The superior quality of the Montana article as shown in the award is a demonstration of excellence of the soil and climate of the Gallatin Valley.

San Francisco, Cal.—Owing to the extremely hot weather prevailing in Southern California the last few weeks, the lima bean crop is reported to have been damaged at least thirty per cent. Reports are that there is a large short interest, and advices from the field are that the short sellers are trying to contract at about \$3.00 to \$3.50, but there seems to be a disposition on the part of the farmers to hold off. The crop in Northern California is in good condition, except it is about thirty days late due to the late planting and cool weather. Advices at the moment are that the vines are looking well, and barring rains and frosts, the yield should be large, and quality the very best. Stocks on hand in the State, September 1st, are very light, mostly limas and whites.—Schulz-Hansen Co.

PENNSYLVANIA.

Pittsburg, Pa.—The Daniel McCaffrey's Sons Co. has secured the contract for supplying the city of Pittsburg with hay, grain and feed for the coming year.

Philadelphia, Pa., Sept. 19.—No demand for corn. Oats in transit selling fairly well. Good demand for No. 1 timothy hay; other grades of hay dull. Bran dull and weak.—L. J. Logan & Co.

Philadelphia, Pa.—The survivors of the Corn Exchange regiment held its reunion recently. It was organized by the Corn Exchange, which has since been succeeded by the Commercial Exchange, and less than 200 of the original 1,600 who took an active part in the Civil War are now living. Secy. A. D. Acheson, of the Commercial Exchange, was a guest of honor.

Interior Pennsylvania millers have protested to the trunk line assn. against the injustice of their being compelled at all times to pay the domestic rate, a discrimination that has been made worse by the recent reduction of 1 cent in the export rate on grain, and which is being taken advantage of by New York millers. Millers in the interior and at Philadelphia desire the same rate to their mills from Buffalo and Erie as are given to exporters of wheat, and also that the flour rate be reduced equally.

PHILADELPHIA LETTER.

All roads from this city now seem leading toward Minneapolis.

The hay and straw market is on the upward move and feed is firmly held and not plentiful.

The civil service principles, applied to grain inspections, meet with general approval by the grain men here.

The general impression that both wheat and flour will go lower has kept the local buyers on the waiting bench.

Edmund E. Delp, the newly chosen director of the Commercial Exchange, is one of the popular grain men representing the young blood of the trade.

Storing grain at Buffalo, Erie and Philadelphia in large quantities before October 15, the time limit allowed by the railroad trunk lines for the 1 cent per bu. reduction on freight rates from the west to give the eastern cities a better competition chance with Canada, is regarded by the leading grain exporters as impracticable.

The members of the hay trade here are now clamoring for an official inspector and want the commission rates for selling advanced from \$5 to \$7.50 on a 10-ton car or a 5 per cent flat charge on all sales. Col. Rogers, Watson W. Walton, I. W. Beatty, E. H. Price, C. F. Squier, and other leading hay receivers are strongly in favor of more liberal commission.

A magnificent souvenir badge surprise, gotten up under the auspices of the Commercial Exchange, will be distributed among the lucky ones during the Minneapolis convention; and John O. Foering and Col. E. L. Rogers of the Grain Committee, will have their knapsacks well packed with these desirable mementos, a miniature bronze representation of the Liberty Bell, Independence Hall and the Keystone of the Arch of States, mounted upon spun silk ribbons in blue and gold. The official colors of Philadelphia, suitably inscribed, will complete the design. So get around early for the Quaker City reminder.—E. R. S.

SOUTHEAST.

Birmingham, Ala.—J. W. Chase & Son are operating a new feed mill in connection with their eltr.—C. A. T.

Pensacola, Fla.—I have started in the commission business and will handle flour mill and grain accounts.—J. Seeger.

SOUTHWEST.

Little Rock, Ark.—T. H. Bunch has asked for bids on equipment for a 1,000-barrel corn mill which he will build soon.

New Orleans, La.—The strike of the longshoremen, which has tied up grain shipments for 18 days, has fortunately been settled, by a 3 years' agreement.

New Orleans, La.—The grain inspection department of the Board of Trade has removed from the Hennen building to new offices in the Board of Trade building.

Chas. P. McLane, a government expert, predicts that within 2 years the devastating boll weevil will have spread over the entire cotton lands of the southwest. It is believed that grain crops will succeed cotton in many localities.

New Orleans, La.—Some of the leading grain firms of other cities have assured the Board of Trade that they will become members as soon as the Board establishes the new option market. The special committee has reported that, "By all the exchanges we conferred with the advisability of grain futures was conceded, but the point most strongly urged by them all was the immediate necessity for a concerted action between ourselves and Galveston in the arrangement of 'uniform export grades' that would be fair to all and would be recognized the world over as the 'Gulf export grades.' We, therefore, recommend that a committee be immediately appointed to confer with the Galveston Cotton Exchange & Board of Trade, with a view of having a permanent joint committee appointed with power to agree and arrange the details of mutual trading and grading."

TENNESSEE

Columbia, Tenn.—The Maury Grain Co. has succeeded J. A. Sloan & Co.—C. A. T.

Obion, Tenn.—The Obion Mill & Eltr. Co., incorporated, to deal in farm products and live stock. Incorporators, A. K. Wells, W. M. Fox, R. M. Puckett, J. J. Wells and L. L. Fox.

Memphis, Tenn.—The Mississippi Valley Cotton Buyers Assn. was organized here Sept. 8, with John V. Williams, Meridian, Miss., pres.; C. C. Sarrell, Meridian, Miss., first vice-pres.; John J. McDonald, Aberdeen, Miss., second vice-pres.; J. E. James, Vicksburg, Miss., sec-treas. Directors: W. H. Kline, Yazoo City; Joe Newburger, Grenada; J. A. Evans, Memphis, and John Parke, Tupelo. The organization will become part of a new assn. which has been projected to cover all the cotton states, to be known as the Cotton Buyers Assn. of America, the preliminary steps toward forming which were taken at a meeting the following day. C. C. Hanson, of Atlanta, of the National Assn., says: "We will commence business this season in Memphis, Charleston and Savannah, where warehouses will be leased until we can build or buy our own. In Memphis warehouses will be sub-leased from the Gulf Compress Co., which leased out the Merchants' Cotton Press & Storage Co. In Charleston and Savannah warehouses

will be leased from the Atlantic Compress Co., and business will be started off as soon as the crops begin to move." The establishment of the warehouses throughout the Southern States will enable the growers, as soon as the cotton is ginned, to place it under cover, thus saving considerable cotton which is now lost in what is called "country damages." They can secure their money immediately and then hold their cotton in the warehouses until the market justifies them in selling. Thus they will be in a position to wait for a good price.

TEXAS.

Fort Worth, Tex.—W. H. Randall has succeeded E. H. Crenshaw & Co.

Galveston, Tex.—The 1,500-ft. grain conveyor at the eltr. of the Southern Pacific Terminal Co. burned Sept. 21 with part of the wharf. Loss, about \$75,000.

Secy. H. B. Dorsey, in one of his recent circular letters, gives the number of members in the state assn. at more than 150, which is a greater number than the assn. has had at any time since its organization. This gratifying increase in its membership is helping the officers of the Texas Grain Dealers Assn. to deal effectively with evils that formerly annoyed the trade.

Fort Worth, Tex., Sept. 12.—As Texas has made an immense corn crop, and there will be a shortage in the other great States, by judicious marketing, the Texas farmers who have a surplus of corn can get its full market value. From the press I note that in several places the farmers are taking steps to force their surplus on the market because they can't keep the weevils out of it, and thereby forcing the market, which would result in some one else, the so-called speculator, reaping the profits. The Department of Agriculture has demonstrated that "carbon bisulphide" is a cheap and effective protection against the weevils. There is no reason why any farmer should lose his corn, or sell it at a loss, when he can store and protect it with the carbon bisulphide at a minimum expense. There will be a demand for every ear of corn raised in Texas, and no farmer should sacrifice the price or let the weevils eat it.—Oswald Wilson, gov't statistical agent.

TEXAS LETTER.

Dorchester, Tex.—The warehouse of W. H. Bean burned Sept. 14 with 40 tons of new hay. No insurance.

The Railroad Commission of Texas, at its hearing Sept. 17, changed the classification of milo maize and kaffir corn to the same rates as corn and oats.

The Railroad Commission has announced that it will have a series of hearings over the state on the matter of getting up a new classification for Texas.

Reports from the rice country show a good yield and the crop will be considerably above the average in yield per acre, but in Louisiana the acreage is smaller than it was last season.

All over the state there is, and has been, plenty of hay and of a very good quality. Prices on all feed stuff are very stiff and firm and promise to remain so for some time, as the demand is very good.

Granbury, Tex.—The Granbury Milling Co., incorporated, \$60,000 capital, and will erect a flour mill and cotton seed oil mill. Incorporators, J. C. Duke, N. G. Lewis, D. O. Baker, D. C. Codgill, W. A. Shir-

The GRAIN DEALERS JOURNAL.

ley, B. M. Estes, G. W. Lanfis, D. L. Nutt and J. D. Ryles

The chronic trouble, milling-in-transit rates, is again receiving a hearing at Austin. The trouble now is over the rate from Vernon to Warren, mill-in-transit at Galveston. The Commission has not announced its decision.

Corn reports are extremely encouraging. The splendid crop in Texas this season will give much for export. The crop has hardly commenced to move, but will move very shortly as the farmers have commenced to gather their corn.

Owing to the fact that there is at least an apparent shortage in wheat in Texas the exporters are getting very little grain as the millers of the state are paying almost as much in the country for wheat as is paid at the seaboard. While a short time ago it was estimated that the wheat crop would amount to 25,000,000 bus., it is now stated that the amount of wheat raised is very far short of that amount and millers are hustling to get all there is left in the hands of the farmers. Until the official report is made it will not be known what the crop is.—J. S. W.

WISCONSIN.

Adell, Wis.—The Finnigan Cash Store Co. will enlarge its grain warehouse.

New Holstein, Wis.—The W. W. Cargill Co. has succeeded Greve & Iverson.

Somers, Wis.—Henry Lytle & Sons have built an office and feed mill in connection with their eltr.

Sturgeon Bay, Wis.—Teweles & Brandeis have installed an automatic scale in their eltr. for putting up peas in even weights.

Coleman, Wis.—The addition being built for Duquaine Bros. has been nearly completed. A 12-h. p. gasoline engine and eltr. has been installed.

Milltown, Wis.—The eltr. for the Ossceola Mill & Eltr. Co. has been completed and the side track will be extended to accommodate the increasing business.

Sun Prairie, Wis.—A. Peckham, Wm. Agnew and Wm. Slatter have bot the eltr. of Gibbons & Son at Deansville sta., the next station east of Sun Prairie on the C. M. & S. P. Ry.

Milwaukee, Wis.—The F. Kraus Co., incorporated, \$50,000 capital, to succeed F. Kraus & Co. Incorporators, Robert Nunnemacher, Wm. Sawyer and August W. Goetz. Any changes in management depend on the future health of Mr. Kraus who has been confined to his home for 3 months by illness.

Madison, Wis., Sept. 22.—Excessive rain in western counties damaged grain in stack and shock and delayed thrashing; frosts 17th and 18th damaged corn in exposed localities, but bulk of crop uninjured; some corn cut, but bulk of crop will require week or ten days to mature; buckwheat harvested, good crop.—Government Report.

MILWAUKEE LETTER.

Wheeler, Wis.—F. Bosner is building an eltr.

Hammond, Wis.—H. Mason is buyer for Hanson Bros.

Necedah, Wis.—H. L. Young will represent the L. Starke Co.

Almond, Wis.—Hicks & Plank have engaged in the grain business.

Lena, Wis.—The new eltr. for John N. Bassett has been completed.

Forestville, Wis.—The Seyk Eltr. Co. has its new eltr. in operation.

Cameron, Wis.—The L. Starke Co. will be represented by C. E. Bartlett.

Chetek, Wis.—Fred Hansen will represent the L. Starks Co., of Chicago.

Zenda, Wis.—Palmer & Son, who have a flour and feed mill, will do some shipping this season.

Fairchild, Wis.—The N. C. Foster Lumber Co., which buys grain for shipment, is building an eltr.

Columbus, Wis.—John H. Kurth & Co., maltsters and shippers, are making extensive alterations in their plant.

New Lisbon, Wis.—Owen & Cawthorne have bot out Bierbauer & Smart, who have bot grain for milling and shipment.

Madison, Wis.—The J. D. Bickel Produce Co., of McGregor, Ia., incorporated, \$75,000 capital, to operate in Wisconsin.

Secy. Langson has sold a membership in the Chamber of Commerce for \$605, considerably above the prices ruling for the past 6 months.

Secy. L. C. Whitney, of the Merchants' & Manufacturers' Asso., has sold his membership in the Chamber of Commerce to John E. Lindman.

C. J. Nortmann, receiver for A. C. Niemann, has sold the seat in the Chamber of Commerce for \$485 and the sale has been confirmed by the Federal Court.

Nekoosa, Wis.—S. L. Stevens, who formerly represented L. Starks in the grain business here, is buying and shipping this season on his own account.

Fallcreek, Wis.—The McGuire Hay & Grain Co., of Chippewa Falls, is building houses at Fallcreek and Rosedale sta. and will buy grain for shipment. D. O. McGuire is mgr.

Boyd, Wis.—E. E. Ramsdell, who bot for the Northern Grain Co. last season, will handle grain this year on his own account. The Northern Grain Co. is building a 12,000-bu. eltr.

Cadott, Wis.—The plant for the Union Grain & Eltr. Co. has been nearly completed. It has a capacity for 12,000 bus. and is equipped with a 5-h. p. gasoline engine and dump scale.

The American Malting Co. has let contracts for the rebuilding of the eltrs. recently destroyed by fire, and they will be constructed according to the most approved modern methods.

Cadott, Wis.—F. L. Munroe, who has been buying on commission for the Northern Grain Co., is handling grain on his own account this season. Mr. Munroe owns the warehouse at Cadott.

Jackson, Wis.—The Frank & Froehlich Co., incorporated, \$25,000 capital. W. H. Froehlich, who served Wisconsin for 2 terms as secy. of state, is again associated with his father-in-law, J. G. Frank, in the grain and mercantile business.

Geo. W. Shepard, a prominent trader on 'Change, was thrown from the platform of a street car recently and is seriously ill, concussion of the brain having resulted from the accident, which was due to carelessness on the part of the motor-man.

The grain shippers and millers of Milwaukee are greatly exercised over the advance in east-bound rates which goes into effect Oct. 1st and will endeavor to bring about a conference between themselves and representatives of the railroad companies, with a view to persuading the latter to rescind their order.

Wm. N. Anderson, vice-pres. and mgr. of the Berger-Anderson Co. which is one of the largest wheat buyers in Milwaukee, has resigned and will be succeeded Oct. 1 by Chas. B. Rock, secy. of the Daisy Mills. H. H. Dean, secy., and Jas. A. Campbell, traffic mgr., have also resigned, but their successors have not been selected.

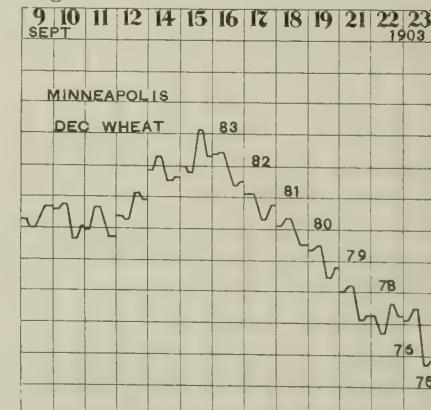
Gov. LaFollette in his speeches at the county fairs is calling attention to the excessive rates charged in this state on many commodities, as compared with those made by the same companies in Illinois, Iowa and Minnesota—a condition which the Milwaukee Chamber of Commerce and grain dealers generally have been striving for some years to make apparent to members of the Legislature.

The Berger-Anderson Co. are equipping their eltr., which has a capacity of 250,000 bus., to load grain directly into vessels, and if the shipping trade conducted in connection with their mill proves sufficiently profitable a 1,000,000-bus. plant will be built. Large steamers can readily be filled with grain at the docks adjoining their property and the loading spouts will soon be in position to take care of the business. "I think there is a fine opportunity to build up the grain shipping trade Milwaukee formerly enjoyed," said Pres. Berger, "and we are going to try the venture."

Grain of all kinds is sold by sample to so large an extent in this market that it is very important when the grain is being loaded for shipment that it should be thoroughly mixed, so that it will run uniform throughout the car. It is a common impression on the part of shippers that if grain has been run over two or three times it must necessarily become thoroughly mixed. It is often found, however, that when this is done the grain is uneven in quality, having manifestly run over in layers, which have only been reversed by handling; and the conclusion is that mixing can only be effected either by running separate streams together or by shoveling the grain over. As buyers have the right to refuse grain if any part of a load is found to be not equal to the sale sample, shippers are compelled to bear losses which count heavily in the season's business; yet by exercising proper care they can be avoided.—C. A. T.

Minneapolis December Wheat.

The opening, high, low and closing quotations on wheat for the December delivery on the Minneapolis Chamber of Commerce for 2 weeks prior to Sept. 24 are given on the chart herewith:



Macaroni wheat can be bot safely at 20 cents under No. 1 northern.

Patents Granted

Exhaust muffler. No. 738,858. Geo. F. Swain, Harvey, Ill.

Electric igniter. No. 739,199. Cary W. Miller, Albion, Mich.

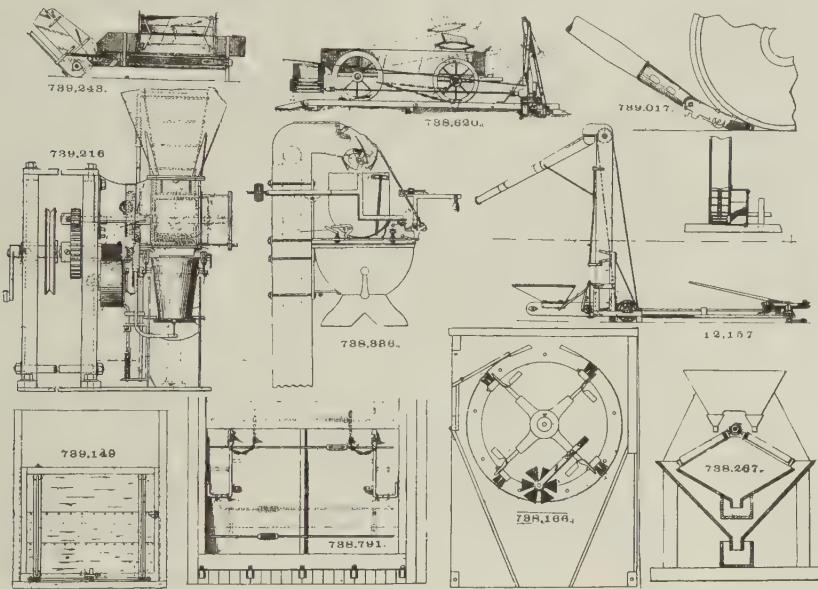
Explosive engine. No. 738,690. Jesse D. Lyon, Pittsburg, Pa.

Pea huller. No. 738,145. Edgar G. Albaugh, Frederick, Md.

Explosive engine. No. 739,050. Wm. J. Wright, Pittsburg, Pa.

Explosive engine. No. 739,219. John H. Redfield, Spokane, Wash.

Electric igniter. No. 738,831. Arthur R. Mosler, New York, N. Y.



Explosive engine. No. 738,860. Wm. W. Tuck, Richmond Hill, N. Y.

Gas generator and motor. No. 738,183. Oliver F. Good, Dayton, O.

Process of treating flax straw. No. 738,715. Geo. H. Ellis, Chicago, Ill., assignor to Wm. Deering, Evanston, Ill.

Charge inlet device for explosive engines. No. 738,772. Ferdinand Charron and Leonce Girardot, Paris, France.

Dump and elevator. No. 738,620 (see cut). Philip J. Mauger, Minier, Ill. The front end of the wagon is raised by ropes running over pulleys to a winding shaft driven by gearing from the same power that operates the conveyor receiving the grain from the wagon.

Separating roll for bean picking machines. No. 738,267 (see cut). Ernest E. Wemp, Oxford, Mich. A pair of inclined flexible separating rolls are provided at their upper ends with an unyielding section to receive the impact of the bean and guide it on the yielding surface.

Grain car door. No. 739,149 (see cut). Frank W. Canales, Portland, Me. A rod pivoted horizontally in the sides of the frame extends vertically across the door opening, bearing metal plates from which shutters swing outward. Outside of the shutters are vertical holding bars pivoted to the upper portion of the frame.

Grain car door. No. 738,791 (see cut). Edward J. Geske, Wykoff, Minn. The door is hung on a pair of horizontal crank shafts mounted in and removable from journals in the door frame. Turning the crank shafts opens and closes the door. A pair of lugs on the door prevent the crank shafts from sliding when the door is closed.

Elevator. No. 12,157, reissue (see cut). John F. Sanderson, Minneapolis, Minn. A frame mounted on an axle supports an upright elevator stand, the boot of which has hinged to it a horizontal feed device. The feeder and its hopper are adapted to be swung out of the way when not in operation. The power is supported on the forward axle.

Car mover. No. 739,017 (see cut). Richard Miller, Appleton, Wis. A main bar has an elongated fulcrum pivoted at its rear end on the main bar, and a pusher member pivoted on the front extremity of the main bar and adapted by its front

The rising and falling of the bucket opens and closes the supply spout.

Automatic weighing machine. No. 739,216 (see cut). Geo. Prokofiew, North Kensington, Eng. When the required weight of material has been fed from the hopper into the weighing receptacle, a detent is disengaged from a cam wheel, permitting it to turn by gravity until its periphery engages and is driven by a pulley on the drive shaft, which is constantly running, furnishing the power that closes the valve in the bottom of the supply hopper and returns the parts of the mechanism into position for a charge, after which further motion is prevented by a depression in the cam wheel being presented to the drive pulley.

Winter Wheat for Alberta.

Alberta, Canada, is one of the Northwest Territories, lying north of Montana and immediately east of the Rocky Mountains. The staple crop of Alberta is oats; but, unfortunately, the surplus is difficult to dispose of on account of the immense distances to consuming markets. Accordingly the farmers are turning to wheat as better able to bear the cost of transportation.

Experience has amply proven that in no portion of the district of Alberta can the growing of hard spring wheat be successfully prosecuted as a business undertaking, says W. Elliott, commissioner of agriculture. After the second or third generation of red fife produced in northern Alberta the characteristics of the variety are more or less lost; and very often a crop of soft wheat is harvested from imported hard red fife seed.

The different climatic conditions in northern and southern Alberta indicate that two distinct varieties of fall wheat will be required, the softer and higher yielding varieties for northern Alberta and such varieties as Kansas turkey red for southern Alberta.

The best time for seeding fall wheat is found, in the Pincher Creek district, to be between July 24 and Aug. 1. In view of the fact that the fall wheat is not cut by that time, it is evident that only one crop can be produced every two years. Commissioner Elliott suggests that if the growing of fall wheat north of latitude 49 is ever to become a paying industry it will necessarily be as a part of a regular crop rotation, sowing the fall wheat on summer fallowed land.

Malt exports for the 7 months prior to Aug. 1 amounted to 224,914 bus., compared with 255,216 bus. for the same months of 1902, as reported by O. P. Austin, chief of the Bureau of Statistics.

Macaroni wheat flour is selling at Chicago for \$4.15 for "full straight," which is about the same price as hard spring and 25 cents better than hard winter. As long as this condition exists the number of mills grinding macaroni wheat will continue to increase and the farmer need not worry about the market.

Adulteration of export wheat in Russia is systematically practiced. Mud gathered from ditches is ground and sold to the shippers at so much per cartload for mixing into grain cargoes. One exporter at Taganrog recently loaded a vessel with a mixture of 16 per cent of sand, 7 per cent of husk refuse and 4 per cent of filth. Under the law the severest punishment is the cancellation of the adulterator's trading license in the port of operation.

Grain Carriers

Canal-boat builders at Buffalo are enjoying a boom.

The Alton has ended the embargo on grain shipments to St. Louis and East St. Louis.

The embargo on grain shipments to Kansas City was raised Sept. 16 by the Santa Fe.

Contracts have been let for the construction of 110 miles of the Indianapolis Southern R. R.

The entire 120 miles of the Glenwood extension of the Soo road are to be in operation by Dec. 15.

Track will be laid during the winter on the Northern Pacific extension from Edgeley to Dawson, N. D.

A freight service of four steamers has been secured by the Canadian Pacific between Antwerp and Quebec.

Surveys are being made for a ship canal from the southern shore of Lake Michigan to the Wabash River.

Grain rates to Manitoba are 4 cents cheaper per 100 to Lake Superior than on the American side of the boundary.

The contract for grading the roadbed of the new Little Rock & Monroe R. R. have been let to within 8 miles of Ouachita City.—C. A. T.

Contracts to build a number of canal-size steamers to carry 100,000 bus. of grain have been given the Bertram Shipbuilding Co., of Toronto, Ont.

The Soo canals during August carried 5,557,072 bus. of grain. The total of all kinds of freight was greater than in any previous month in the history of the Soo.

Dredging the shoal spots in the St. Lawrence River, which promised to obstruct the passage of grain steamers, was begun Sept. 15 by the Dominion government.

The St. Louis Merchants Bridge Terminal Ry. has been granted an extension of time to Dec. 1 to show cause why its charter should not be forfeited to the government.

A. B. Stickney, pres. of the Great Western, delivered an address before the Commercial Club at Omaha recently, in which he argued in favor of establishing a grain market at Omaha.

The complaint of the Meridian Board of Trade of Meridian, Miss., against the Alabama & Vicksburg road for lower grain rates, again has been postponed, until the third Monday in October.

L. M. Souders, formerly agent at Milwaukee for the Empire Line, has been selected to represent it at Chicago vice Jos. Stockton, retired. He has been the acting agent for some months past.—C. A. T.

Of the total exports of wheat from Atlantic and gulf ports during the first half of 1903 46 per cent went out by way of the gulf, indicating that the percentage going via Galveston and New Orleans is steadily increasing.

The great hydraulic lift lock at Peterboro, Ont., has nearly been completed. It will soon be possible for boats drawing 8 ft. to navigate the new Trent Canal from Georgian Bay across Ontario to the St. Lawrence River.

The steamer "Neeling," owned by Marks & Co., has sailed from Hamburg to engage in the grain trade between Port Arthur and Montreal. She has a capacity of 100,000 bus. of wheat, is 256 ft. long, 42 ft. beam and 25 ft. deep.—C. A. T.

The Saturn and the O. M. Whitney of the Gilchrist fleet recently passed down the lakes light, unable to get cargoes at Chicago or Milwaukee. This is the first time in years that a big steel steamer has had to leave the upper lakes without a cargo.

The Port Arthur Trans-Atlantic Steamship Co. has been created at Port Arthur, Tex., thru negotiations between the Kansas City Southern Ry. and Simpson, Spence & Young, New York marine agents, and it will control 20 steamers, trading to foreign ports.—C. A. T.

The new car ferry "Grand Haven," recently completed at Toledo, O., by the Craig Shipbuilding Co., for a Milwaukee company headed by Capt. E. G. Crosby, will be put on the regular run between Milwaukee and Grand Haven to connect with the Grand Trunk R. R. The steamer is modern in every respect and will carry 28 large freight cars.—C. A. T.

Canadian vessel owners are giving the Americans severe competition for the lake grain trade. Wages on the Canadian boats are about half those of the American boats. Canadian wheelmen and seamen are paid \$1 per day; firemen \$30 per month, and deckhands \$15 per month. After Oct. 1 the American wheelmen get \$65 per month, firemen the same, and deckhands \$25.

Traffic representatives of 30 roads in the western trunk line assn. held a meeting at the Hotel Pfister, Milwaukee, recently, to consider rates to eastern points. It was decided to postpone the advance in grain and flour rates until Nov. 1. This action was due largely to the wire from the central freight assn. which met simultaneously at Chicago, urging that it would be poor policy to advance grain rates Oct. 1.

Lake grain freights are steady tho low, on the announcement of the strike of the masters and pilots against the Pittsburg Steamship Co., which operates the 117 boats of the U. S. Steel Corporation. Overstocked with ore, the Steel Corporation had begun diverting its boats from the ore trade to carry grain when the trouble with the mates suddenly stopped its competition for the grain trade. One of the steel trust boats, the Douglas Houghton, is tied up at South Chicago with a grain cargo. As fast as the masters quit on arrival at Lake Erie ports the trust is discharging the men, except captains, engineers and cooks, who will remain while the boats are laid up for the winter. About 30,000 union men in the mines, boats and docks, who had looked for employment at good wages for the fall months, are thrown out of work.

Representatives of the Philadelphia Commercial Exchange and the Baltimore Chamber of Commerce held a conference Sept. 8 in the offices of John B. Thayer, Jr., fifth vice-pres. of the Pennsylvania Railroad, with representatives of that road, the Baltimore & Ohio, Reading and Lehigh Valley lines, regarding the reduction of grain rates on the trunk lines to enable their cities to compete for the export grain traffic. The Philadelphia Commercial Exchange was represented by James Hancock, chairman; George Omerny, in the place of Fendil Young, who

was unable to attend, and Eugene Blackford, Jr., while the Chamber of Commerce of Baltimore was represented by a committee consisting of J. C. Gorman, chairman; G. S. Jackson, J. H. Smyth, W. R. Hammond and John Dennis. The grain men presented facts showing that the rates must be reduced at least 1 cent per bu.; that the trade has greatly diminished in consequence of the competition of southern and Canadian ports, and that the steamships could not continue leaving Baltimore with $\frac{1}{2}$ to $\frac{1}{3}$ cargoes. At the end of two hours' discussion the railway officials assured the grain men that something would be done, and at a subsequent session agreed among themselves to recommend a reduction to the trunk line committee. The railroad men are willing to make a reduction of 1 cent as a compromise; but the grain men believe this cut is not sufficient to have material effect. The railroad officials fear that should the reduction be great enough to divert business the southern roads will make a corresponding cut to retain the business; and that this process may be repeated until none of the lines east or south will derive any profit. It is not believed the Canadian or southern lines can be induced to raise their rates to give the eastern lines their former share of the traffic. On the contrary, the grain shippers of Kansas and the southwest feel that the rates direct to gulf ports even now are outrageously high compared with the rates east by way of Kansas City and Chicago. The eastern trunk lines feel that a reduction will not bring the business, but will only scale down their revenues on what traffic is legitimately theirs.

Gas Engine Ignition.

Four sources of electricity are employed in operating electric igniters: a primary battery, a storage battery, a magneto electric machine or a dynamo. The first two are chemical, while the latter two are mechanical and are driven by the engine itself. The batteries require to be renewed or recharged; while the machines need no renewal, the expense being the power to drive them.

The sparking device, inside the cylinder, is of two styles, one requiring a mechanical movement thru the cylinder wall to pull the electrodes apart to create the spark, and the other having the electrodes fixed with no moving parts within the cylinder. The latter is known as the jump spark.

Devices for opening and closing the circuit are as numerous as engine builders, each having tried to avoid the apparent defects of others by designing one of his own. Most of these interrupters are noisy, expensive to make and to keep in repair and subject to great wear, yet some such attachment must be used, if only to time the ignition.

To jump the distance between the electrodes a current of high tension is necessary, while for ignition a heavy spark of low tension is better. A German manufacturer has designed a magneto machine which first generates a thin spark of high tension to act as a bridge for a low tension spark that otherwise would be unable to cross the gap. This spark is large, and so intensely hot that it melts a copper wire.

Exports of rice for the 7 months prior to Aug. 1 were 440,212 pounds, compared with 319,840 pounds for the corresponding months of 1902, as reported by O. P. Austin, chief of the Bureau of Statistics.

GRAIN PURIFYING

If you want full price for No. 4 oats,
 If you want full price for all off-grade oats and barley,
 You can get it by purifying with our System.
 If you don't want full value,
 Don't purify before shipment.
 Then you can sell at a heavy discount, and the transfer
 or terminal elevators will purify the grain and reap
 the profit—just as they have been doing for years.
 It is only a question as to where you
 want the profit to go. We prefer to do
 our own purifying before shipment, and
 take the profit. For descriptive circulars
 and grain samples, address

CALDWELL & BARR EARL PARK, INDIANA.

Both our Purifier and Process for Purifying are
 fully covered by U. S. Letters Patents, and while
 they are beneficial to all grains, they are especially
 valuable in removing mould, must, smut, fungus
 and weather or water stains, bad odors and
 smells from oats and barley, cooling when hot and
 drying when moist, without impairing their natural
 color, aroma, or germinating qualities.

PURIFIED GRAIN

Commands a premium in every market, which is
 perfectly natural. All trace of smut, must and
 mold odors, also water stains, are entirely removed.

Ten years experience in operating and building
 purifiers has shown us what is needed to do suc-
 cessful and practical work. Our experience
 should be worth something to you.

The American Grain Purifier Constructing Co.

DAVENPORT, IOWA OR KENTLAND, IND.

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his
 sales, shipments and returns from the shipments made. Its
 use will save much time and book work. The pages are 10 $\frac{1}{4}$ x
 16 $\frac{1}{4}$ inches, used double. The left-hand pages are ruled for
 information regarding **SALES** and **SHIPMENTS**; the right-
 hand pages for **RETURNS**. Under **SALES** the column head-
 ings are Date, Amount Sold, Price, Grain, Terms. Under
SHIPMENTS are Date, Car Number and Initial, Our Weights,
 In Bushels, Grade, Route, Rate. Under **RETURNS** are Des-
 tination, Grade, Difference, Bushels, Over, Short, Gross Pro-
 ceeds, Freight, Over, Short, Commissions, Other Charges,
 Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 pages, with room for records of over
 2,200 cars. It is well bound in heavy canvas covers with leather
 corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

PERFECTION

Grain Drier

GIVES SATISFA-
CTION AND MAKES
MONEY for the OWNER

With it New Corn is put in marketable condition.
 Stained Oats and Barley, Smutty, Musty and Weevily
 Wheat are made bright and sweet. The only perfect
 system in use... Can YOU afford to be without it?

Tweedale & Harvey

ROOM 905,
 303 Dearborn Street, CHICAGO

The Purchase of the Hess Pneumatic Grain Driers,

To the exclusion of all other devices, by

The Armour Grain Company	Chicago
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Chicago Ry. Terminal Elevator Co.	"
Chicago Dock Company	"
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Illinois Central R. R. Company	New Orleans
Texas & Pacific Ry. Company	"
Kansas Grain Co.	Hutchinson, Kans.
Omaha Elevator Co.	Omaha, Neb.
AND MANY OTHERS.	

Indicates the unanimous conviction among grain men
 that the **HESS DRIER** is a necessary and profitable
 adjunct to the grain business.

The investments by the above mentioned concerns
 alone, in **HESS DRIERS** aggregate \$200,000.00.

New book describing the drier free.

Hess Warming & Ventilating Company

707 Tacoma Building ————— Chicago

The Iowa Corn Trophy.

With a view to stimulating the corn growers of Iowa to put forth their best efforts in preparing a surpassing exhibit of corn at the Louisiana Purchase Exposition the Iowa Commission offers the handsome trophy shown in the engraving herewith, and which in the course of time promises to be as strenuously competed for as is the famed America's cup.

An ear of corn made of gold and silver and mounted on an ebony base is the design originated by W. H. Beck of Sioux City at the request of Will C. Whiting, of Whiting, Ia. Mr. Whiting is chairman of the Iowa Commissioners and has donated the trophy to the State University at Ames and the Iowa Corn Growers Assn. It is 18 inches high, and is valued



The Iowa State Corn Trophy.

at \$450. The husks are of sterling silver, and two of them are turned down to form handles.

On the sides of the ebony base are shields decorated with tiny golden ears of corn, and bearing the following inscriptions:

"Iowa State Corn Trophy presented by Will C. Whiting, Whiting, Iowa, Chairman of the Department of Agriculture, for the best specimens of corn grown in the state of Iowa in 1904, corn to be used as an exhibit at Louisiana Purchase Exposition at St. Louis, 1904."

"This trophy will be competed for annually and awarded by judges appointed by the chairman of the Department of Agronomy of the Iowa Agricultural College."

"Iowa Commission of the Louisiana Purchase Exposition, St. Louis, 1904, appointed by Governor Albert B. Cummins, Wm. Larrabee, W. W. Witmer, Leroy A. Palmer, Geo. M. Curtis, W. F. Harriman, Thomas Updegraff, J. H. Trewin, S. S.

Carruthers, S. M. Leach, S. Bailey, W. T. Shepard, C. J. A. Ericson, Will C. Whiting, Geo. S. Forest, Superintendent Agricultural Department, F. R. Conway, Secretary."

The fourth shield is a map of the United States in silver, with the Louisiana Purchase in gold and Iowa marked as a state.

mutual insurance and benefit assns. are exempt, has just been decided by Judge Seaman in the federal court at Milwaukee in the case of Fred Klein. The court held that the insurance feature of membership was only a minor consideration.

The court of appeals at Toronto, Ont., has reversed the decision of the lower court in the suit of the Midland Navigation Co. against the Dominion Elevator Co. In 1901 the Midland Queen contracted for a cargo of wheat from the defendant. On a claim that the steamer could not get near the dock to take the cargo plaintiffs recovered \$4,500. This judgment is reversed and the defendants given \$50 damages.

If an agent has repeatedly signed the principal's name to policies of insurance, or has accepted bills for him, the signing of a policy or an acceptance of a bill by him, in a particular case where he is not authorized, or is expressly forbidden, will bind the principal, because he has invested the agent with an ostensible and *prima facie* authority, but if the agent should undertake to do other and different acts, the principal would not be bound.

Where, in an action for the non-delivery of a telegram, defendant's agent testified that the receiving office did not advise him of the non-delivery of the message in accordance with a rule of the company, the admission of evidence that such agent informed plaintiff that the telegram had been delivered, because, if it had not been, he would have been notified by the receiving office, was harmless.—Western Union Telegraph Co. v. Barefoot. Court of Civil Appeals of Texas. 74 S. W. 560.

A lot of wheat stored in a country elevator by the Dominion Elevator Co. for the account of a farmer, showed an overrun of 14 bus. on shipment to Fort William, and the elevator company brought suit against the farmer for the amount of the overrun. Judge Locke at Emerson, Man., has just decided in favor of the elevator company, on the principle that as the company would have been bound to make good a shortage on the contents of the bin, it was entitled to the difference, if any, when it was in its favor.

In an action by a consignee to recover from a bank money paid on drafts purchased by the bank from the consignor, with bills of lading attached, plaintiff alleged that the drafts and bills of lading were indorsed in blank by the consignor and transferred to and purchased by the bank. Held that the allegation showed the transaction to have been a mere purchase of the drafts, with the bills of lading as security, and not a purchase of the bills of lading, so as to in any way make the bank liable for the performance of the consignor's contract.—S. Blaisdell, Jr., Co. v. Citizens Nat. Bank of Tyler. Supreme Court of Tex. 75 S. W. 292.

The appellant alleged that in a conversation with a third party the appellee said to him: "D., what do you want for your wheat?" The latter answered: "I won't price it until I see Fred, as I have given him the refusal of it." The appellee replied: "Well, you won't want to price it to Fred but once if he beats you out of as much as he beat me out of; he just beat me out of \$1,100 in three months." The trial court instructed the jury to find for the appellee, but the Kentucky Court of Appeals reversed the judgment below, holding that the words spoken were actionable *per se*, constituting an imputation of present want of integrity on the part of appellant in his business as a mil-

Suits—Decisions

Ware & Leland, grain commission merchants, Chicago, Ill., are defendants in a suit for \$3,900 brought by Hans Nelson of Chicago on account of transactions on the Board of Trade.

The Barnum Grain Co., of Duluth, Minn., and Minneapolis, has brought suit against the Western Union Telegraph Co. to recover \$283 of margins lost by alleged wrongful delivery of a message.

Pringle & Browning, grain commission merchants of Chicago, Ill., have recovered judgment for \$21,375 against J. M. Davidson, who pleaded gambling. The court held that transactions on the Chicago Board of Trade were legal.

John E. Hall, of St. Louis, Mo., has brought suit against the Louisville & Nashville Railroad to recover \$316 alleged to have been lost thru the decline in the price of corn while a carload was unduly delayed in transit to Anniston, Ala.

J. K. Elliott & Co., of the Minneapolis Chamber of Commerce, have brought suit against a customer, T. E. McAllister, to recover \$729 margins advanced. As the result of trades in 50,000 bus. of wheat futures the customer made \$200 and lost \$859.

J. R. Wagner, grain dealer at Metamora, Ill., has brought suit against the Chicago & Alton Railroad to recover \$302 for delay in transporting 6 cars of corn from Metamora to Chicago. The shipment was made in July last year, to Nash-Wright Co. During the 20 days the cars were on the way the price fell 4 cents per bu.

C. A. Milligan has brought suit against L. O. Hickok, elevator builder of Minneapolis, Minn., to recover \$300 damages and \$27 nurse hire on account of injuries sustained while at work on the new elevator of O. A. Talbott & Co., at Keokuk, Ia. The boards of a scaffold on which he stood broke, dropping him to the ground 10 or 11 ft.

Lawrence King, a farmer of Redwood Falls, Minn., has brought suit against the Coe Commission Co., of Minneapolis, to recover \$6,200 lost while gambling in 305,000 bus. of wheat on quotations. As this bucket shop cannot show that the trades were executed on any legitimate grain exchange, the concern will have to pay or go out of business.

An answer by a witness to a question as to the amount of wheat raised on certain land, that he thought there must have been about 1,200 bus., by the looks of the crop, was not objectionable, as a mere guess, but gave the witness' best judgment as to a fact—La Rue v. St. Anthony & Dakota Elevator Co. Supreme Court of South Dakota. 95 N. W. 292.

That memberships in the Milwaukee Chamber of Commerce are not exempt from sale to satisfy creditors in bankruptcy, on the ground that interests in

ler. The court said that a miller buying grain and selling his product cannot exist without the confidence of customers. He must have credit or his mill will be deserted of trade. The words charged were spoken of the plaintiff as a miller, in relation to the business he was then carrying on, as a warning to a customer not to trade with him. They necessarily touched him as a miller, and were actionable as an imputation on his credit.

Fire starting in the elevator of Andrews & Gage spread to and destroyed the stacks of Geo. H. Balding, who brot suit against the firm, alleging that the fire started thru negligence of the firm's agent, Longbolle. A witness testified that while the elevator was burning he asked Longbolle how the fire started. The agent said: "I tightened up the chain; the fire must have come that way." In an appeal from the district court of Stutsman Co. the Supreme Court of North Dakota said: "What an agent says is but hearsay as against the principal, unless a part of the transaction he is engaged in at the time. McDermott v. Ry. Co., 87 Mo. 285, 300; Chapman v. Ry. Co., 55 N. Y. 584. Longbolle's declaration was not a part of the res gestæ. At the time it was made he was not transacting the business of the principal. It did not relate to a transaction depending at the very time. It did not immediately precede or accompany the act which led to the catastrophe, or constitute any part of the act. It was a narrative only of a transaction then past. If, while Longbolle was engaged in running the elevator with the chain at unusual tension, so as to cause heat in the bearings through the consequent friction, the elevator building had caught fire from this cause, a declaration then made, such as the one received in this case, would have been competent. But here the running of the elevator had ceased more than an hour before the fire was discovered, and Longbolle knew no more as to the cause of the fire than the person in whose hearing the declaration was made or the jury who tried the case. That the declaration was made while the fire was burning, and under the impulse excited by a view of the probable consequences of his negligent act, is not significant. The Supreme Court ordered the suit dismissed and gave Andrews & Gage judgment for costs." 96 N. Y. 305.

Germany's imports of grain during the first 6 months of 1903 amounted, in metric weight, to 826,775 tons of wheat, 429,800 tons of rye, 237,949 tons of oats, 608,946 tons of barley, 428,662 tons of corn; compared with 938,984 tons of wheat, 378,532 tons of rye, 114,420 tons of oats, 411,029 tons of barley, 470,445 tons of corn, for the corresponding months of 1902.

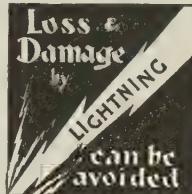
Books Received

WORLD'S COMMERCE AND AMERICAN INDUSTRIES.—John J. Macfarlane of the Philadelphia Commercial Museum has compiled 86 charts showing more clearly than statistics what proportion of the world's trade belongs to each of the principal nations, and the relative importance, from a manufacturing standpoint, of the leading cities of the United States. Illustrated; price, 50 cents.

REPORT OF DEPARTMENT OF AGRICULTURE NORTHWEST TERRITORIES.—In his annual report for 1902 W. Elliott, Commissioner of Agriculture of the Northwest Territories, gives weather and crop statistics, an interesting report of the chief inspector of noxious weeds, results of experiments in growing winter wheat and corn, and new markets for grain. Commissioner Elliott says the humid climate does not lend itself to the profitable production of hard spring wheat, and the hope of the district lies in soft winter wheat. Illustrated, 206 pages. Government printer, Regina, Assa, Canada.

The plan of forming a farmers' trust was abandoned at the last meeting of the promoters at Chicago.

John A. McGean, who was treas. of the American Linseed Oil Co., has been elected pres. to succeed F. T. Gates.—C. A. T.



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LIGHTNING
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THE AJAX SYSTEM
Protects
Mills and Elevators
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Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

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Chartered 1865 Assets, \$3,380,676.56
Net Cash Surplus, \$466,594.95
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Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

Assets.....\$958,473.31
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Net Cash Surplus, 214,743.50

50% DIVIDENDS 1899 1901

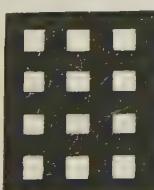
Insures Flour Mills, Grain and Elevators.

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MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.



We make Seamless Cotton Grain Bags and name the right
prices to go with them. Ask us about them.
MILWAUKEE BAG CO., MILWAUKEE, WIS.



68

GRAIN CONTRACT BOOK

This book is designed especially for country grain men to use in taking written contracts from farmers. The contracts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The stub is signed by farmer certifying that he has sold bushels of at per bushel to be delivered on or before It also certifies that he has received dollars on the contract. The other part is signed by elevator man and given to farmer. It certifies that the elevator man has bot so much grain, etc.

Each book contains 50 contracts, printed on linen paper, size $3\frac{1}{4} \times 10\frac{1}{4}$ inches.

You can not afford to be without these contracts as they insure delivery of grain bot, prevent losses and worry in making settlements. Book No. 9, Price 50 cents. Address

Grain Dealers Co.
10 Pacific Ave. Chicago, Ill.

Grain Dealers' Scale Tickets.

BOOK NO. 51.

This scale book contains 100 pages $8 \times 11\frac{1}{2}$ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net bushels pounds, Price, Dollars and Fees.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cent. Address

GRAIN DEALERS COMPANY
255 La Salle Street. - Chicago, Ill.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size $10\frac{1}{2} \times 15\frac{1}{4}$ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.

68 POUND EAR CORN TABLE

which reduces to bushels of 68 pounds each, any weight of ear corn from 100 to 6,590 pounds will be sent to anyone for 25 cents.

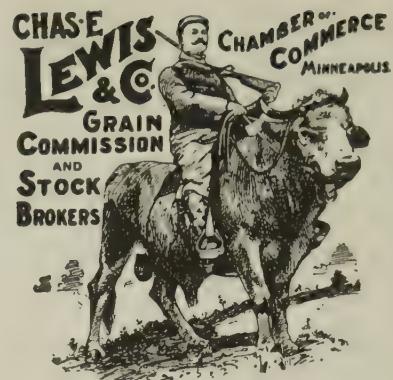
Subscribers to the GRAIN DEALERS JOURNAL can obtain a copy by sending 10 cents to

GRAIN DEALERS COMPANY
255 La Salle St. CHICAGO, ILL.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9×12 inches, check bound in heavy board covers. It contains 300 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

Grain Dealers Company,
255 La Salle Street, Chicago, Ill.



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PLAN.

C.N. CHADBURN.
R.W. CHADBURN.
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Hotel Vendome

19 So. 4th St.

RATES: 75¢ TO \$1.50
SPECIAL RATES BY THE MONTH.

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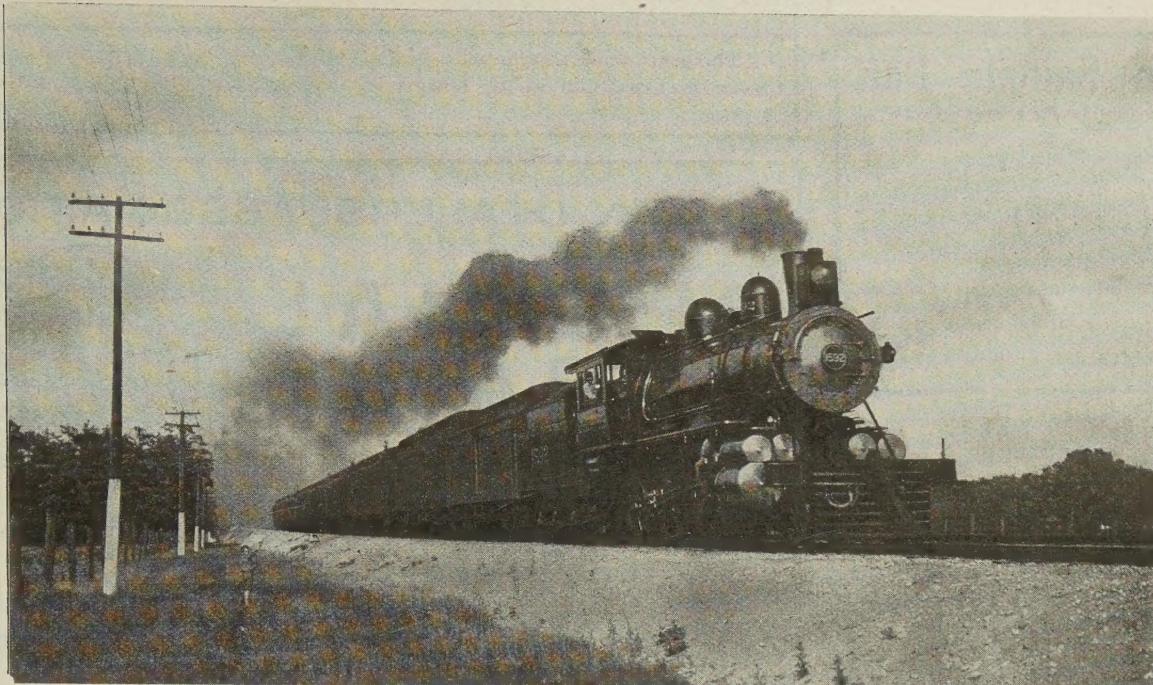
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125 rooms, each with Steam Heat, Gas and Electric Light, Porcelain Lavatory, Parquet Floor, and Telephone Service to the Office and City. All bath rooms have tile finish and porcelain plumbing. Rates with bath \$1.50 single, \$2.50 double. All car lines pass within half a block of the entrance.

Hotel Nicollet Minneapolis

European plan exclusively. Prices reasonable. Rooms, \$1.00 per day and upwards. Ladies' and gentlemen's café both on ground and parlor floors. The same standard of excellence is maintained as heretofore. All electric cars pass the door for all parts of the city and St. Paul. :: :: :: :: :: :: ::

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The Grain Dealers Special over the C. B. & Q. R. R., Chicago to Minneapolis, 7 p. m. Oct 5, 1903.

All Aboard! FOR MINNEAPOLIS The Grain Dealers Special

Will leave Chicago for the Annual Convention
of the Grain Dealers National Association

October 5th, 7:00 p. m.

Over the C. B. & Q. RAILROAD

Arriving in Minneapolis early the following morning.

BE SURE your ticket reads via the C. B. & Q. R. R., Chicago to Minneapolis, and you will have grain dealers for traveling companions. The rate is one fare plus \$2 for the round trip, or \$10.

HAVE YOU engaged a berth or a reclining chair on the GRAIN DEALERS' SPECIAL? If not, better do so quick. Four sleeping cars are already reserved. A double berth in a compartment car will cost \$2.50; in a standard sleeper, \$2. Chair car free, but must be spoken for in advance, so comfortable accommodations can be provided for all.

LADIES—A Number of dealers have arranged to take their wives. You better do likewise. If you wish to go on the GRAIN DEALERS' SPECIAL, let us hear by early mail what accommodations you desire.

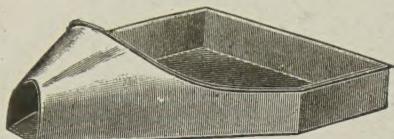
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Grain Sample Pan

For Examining Samples of Grain and Seeds



Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.
 Grain Size, 2½x12x16½ ins. \$1.25
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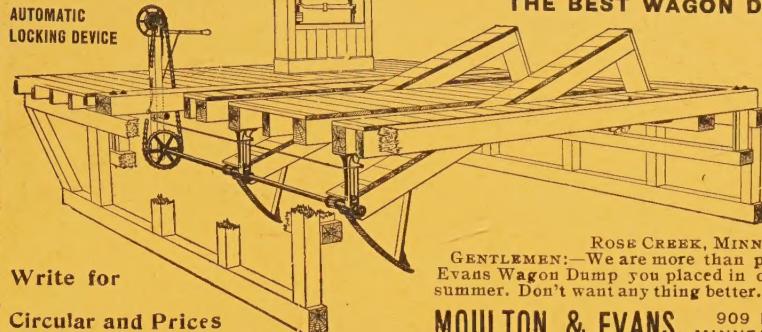
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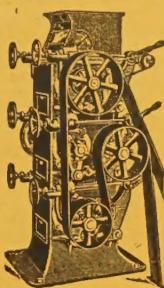
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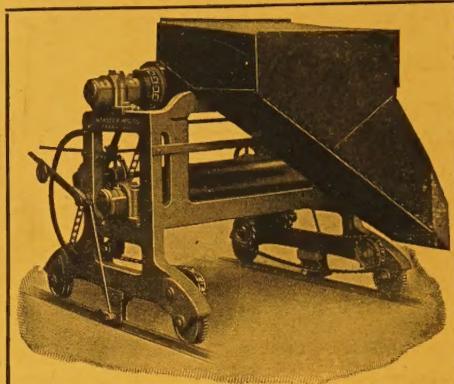
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